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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, NOVEMBER 6, 1858.

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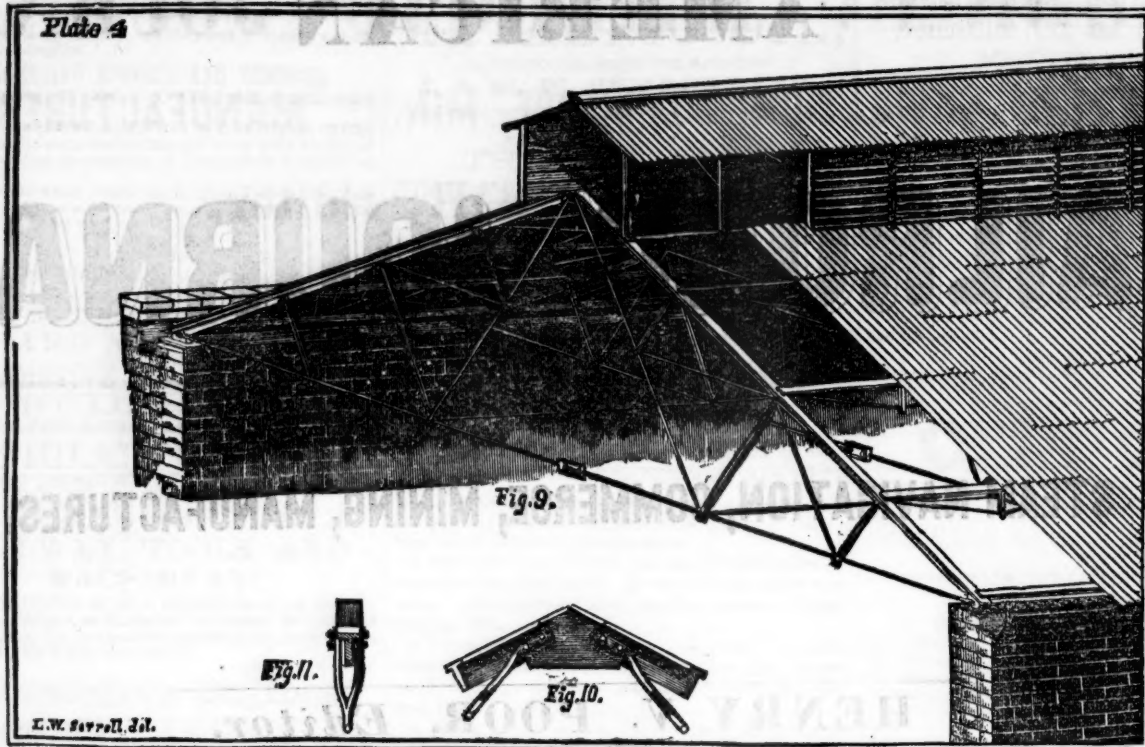
PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ & CO.

Front Room, Third Floor,

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THE subscribers, manufacturers and importers of PATENT GALVANIZED TINNED IRON, respectfully invite the attention of railroad companies and others interested in the construction of Fire-proof Buildings and Roofs, to this material, which is highly recommended for strength, durability, and lightness, combined with elegance in appearance. The advertisers can refer particularly to Roofs they have

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Estimates and designs for Buildings and Roofs, &c., &c.

Fig. 6.



$\frac{1}{2}$ full size.

Fig. 7.



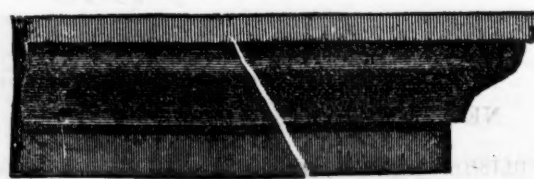
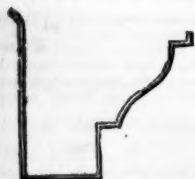
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Fig. 8.



$\frac{1}{2}$ full size.

Galvanized iron Cornices to any size or pattern, Ridge Caps, and Spouts.
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LIGHTNING RODS. CORRUGATED. SPIKES, NAILS, &c., promptly galvanized.



MARSHALL LEFFERTS & BROTHER,
No. 57 Beekman st., NEW YORK.

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Messrs. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the Journal.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, November 6, 1858.

Minnesota and Pacific Railroad. STATEMENT.

By an Act of Congress, approved March 3, 1857, a grant of land was made to Minnesota to aid in the construction of a railroad from Stillwater by way of St. Paul and St. Anthony to a point between the foot of Big Stone Lake and the mouth of Sioux Wood River, and from St. Anthony *via* St. Cloud and Crow Wing to the navigable waters of the Red River of the North, at such point as the Legislature might determine.

The land granted consists of every odd numbered section for six sections (or square miles) in width, on each side of said lines, being 3,840 acres per mile, in length of road, and amounts in the aggregate to 2,467,600 acres.

By an act of the Legislative Assembly of Minnesota, approved May 22d, 1857, "The Minnesota and Pacific Railroad Company" was incorporated and all the above mentioned lands were granted thereto; and the terminus of the first named line was fixed at Breckenridge on the Sioux Wood River, and of the other at St. Vincent, near the mouth of the Pembina River. The length of the former line is 222 miles, and of the latter, 428 miles, making in all 650 miles.

The capital stock is five millions of dollars, with power to increase it to twenty millions.

The line from Stillwater to Breckenridge has been accurately surveyed and located, as also from St. Anthony to Crow Wing, the maps have been filed with the Governor of the State, and with the Commissioner of the General Land Office, the locations have been approved by the Secretary of

the Interior, and by his direction the lands are now being allotted to the company.

The charter is liberal in all its provisions, and contains no restrictions as to the rate of tolls, speed, the mode or manner of connections with other roads, etc., and requires no taxes to be paid, but in lieu thereof three per cent. of the gross earnings of the road (deducting running expenses) is to be paid to the State annually. It is free from penalties, and gives the company until the 3rd day of March, 1867, in which to complete its road.

In other respects it is all that could be desired. On the 15th of April, 1858, the people of Minnesota, by a vote of 25,000 to 6,000, adopted an amendment to the constitution, authorizing a loan to this company of the Bonds of the State to the amount of \$1,250,000, maturing in twenty-five years, bearing interest at the rate of seven per cent. per annum, and payable semi-annually in New York, to be issued as follows: \$100,000 upon grading any ten miles of road, and the like sum when any ten miles are in operation, and so on to the extent of the loan; being at the rate of \$20,000 per mile actually put in operation.

As security for this loan the company gives to the State a lien upon the proceeds of the first 240 sections of land to which it is entitled, which constitutes a sinking fund for the payment of interest and principal upon the State bonds, and also deposits the first mortgage bonds of the company with the Treasurer, in like amounts as those received of the State, placing the State upon the same footing as that of any other bondholder.

The company have executed a deed of trust to Elton Farnsworth, Ex-Chancellor of Michigan, Edward P. Cowles, Ex-Justice of the Supreme Court of New York, and Wm. H. Welch, Ex-Chief Justice of Minnesota, of its lands, road, franchises, etc., to secure the payment of its first mortgage bonds, four hundred thousand dollars of which have been issued, and are now being exchanged with the State for a like amount of State bonds. About one hundred miles of the right of way have been secured.

The company have contracted with Selah Chamberlain, Esq., of Cleveland, Ohio, for the construction of eighty miles of road from St. Paul to St. Anthony, and thence up the Mississippi river *via* Anoka to Sauk Rapids and St. Cloud; fifty miles to be completed ready for the rolling stock in two years, from the 25th day of May, 1858.

For this they pay for the most part in State bonds and first mortgage bonds, at \$23,000 per mile.

The present population adjacent to these fifty miles of road is estimated at 67,000. It has increased ten-fold within the last three years. In Wisconsin, as appears by the last census, the increase of population has been at the rate of eighty-seven per cent. per annum; and taking this as a

basis the population upon these fifty miles of our road will be in two years 200,000.

St. Paul has a population of 16,000; St. Anthony and Minneapolis (divided by the river only), 10,000; and the valley of the Mississippi to Crow Wing (128 miles), is lined with thriving villages and towns, and has business sufficient to sustain the road handsomely, if constructed at the present moment.

The transportation of goods, merchandise, farming utensils, etc., and travel to and from the Territory of Dakota and the Red River and Hudson Bay Company's settlements, will pass over this route *via* Crow Wing, to the Red River, which is navigable from thence to Lake Winepeg.

A glance at the map will exhibit the eligible location of the lands granted to the Minnesota and Pacific Railroad Company, being adjacent to a line through St. Anthony and Crow Wing, by Otter Tail lake and the valley of the Red River to Pembina.

Probably no more favorable surface for railroad construction exists in the world than from St. Paul to Pembina, and from thence to the Pacific.

The region surrounding Otter Tail lake in all directions is pronounced by Capt. Pope, of the United States Army, to be the garden of the Northwest; while the basin of the Red River of the North, with a surface admirably adapted to a railroad line, will constitute a wheat district fully equal to that of the Baltic.

Over most of this line the company will definitely control the selection of sites for towns; and the sales of lots and lands, under judicious management, cannot be less than a sum equal to \$15 per acre for the whole, or \$57,600 per mile. This will present the road to the stockholders completely equipped and paid for, with a surplus fund for future repairs, equal to \$27,000 per mile; while the development of the British northwestern region will be of incalculable benefit to its future interests.

The country south and northwest of Crow Wing is receiving daily acquisitions to its settlements. Several large steam and water mills have been erected, and steamers are about being placed upon the Red river.

The rare beauty and fertility of this region far on to the valley of the Saskatchewan, to which our road directly points, and indeed to the Pacific, are not only strongly attracting the attention of settlers of the United States, but also of Great Britain and her Canadian Government.

Among those who have given the subject any attention, it is well known that this section embraces some of the finest agricultural lands in the country, sufficiently wooded and abundantly watered, and that the climate is delightful and free from the miasmas of Illinois, Iowa, Missouri and Kansas.

Above Crow Wing to Pokegama Falls, 250 miles, the Mississippi is navigable for steamers drawing three feet of water; and one, "The North Star," is already plying between those points.

The traffic upon fifty miles of our road will be, for the first two years:

1. The importation and distribution of manufactures, stores, etc., into the interior.
2. Indian annuity goods, provisions, etc., furnished by the Government to the Indians of Dakota Territory, amounting to the annual value of half a million of dollars.
3. Supplies (other than U. S. property) for Fort Ripley and Fort Abercrombie.
4. Supplies of goods, agricultural implements, etc., for Selkirk and Hudson Bay Company possession.
5. Return products from these different points: the trade of those places last year with St. Paul alone amounting to over a million of dollars. Forty reaping machines were taken to Pembina during last season.

Forty miles of the road are already graded, and the work is being vigorously prosecuted. The iron will be laid and the road put in operation from St. Paul to St. Cloud, 80 miles, next spring and summer.

Over 45,000 tons of freight were transported between St. Paul and St. Anthony last year, and the travel was estimated at four hundred people daily.

Much profit will, undoubtedly, arise from the appreciation in the value of grounds to be donated and purchased about the stations of the road. These stations will form the nuclei of towns and cities, and while many of them will be formed upon the company's own land, others will be donated or purchased at comparatively low prices.

With proper management, it is not too much to say, that at least one million of dollars may be realized from this source alone upon the construction of fifty miles only. The amount invested in this way may be more than returned within a short period of time by sales of lots to those desiring to establish business near the depots. Nine years ago St. Paul had a population of less than 400; now it is over 16,000. What the increase may be during the next nine years, with the aid of railroad, it is left to time to determine.

At St. Paul and St. Anthony this road will connect with four other railroads running easterly, southerly, and southwesterly.

At Pembina it will strike the Red River of the North; which, with Lake Winepeg and the Saskatchewan, is navigable for steamboats for more than half the distance to the Pacific. Several steamboats are now being built there.

The soil of the valley or basin of the Red River of the North and Saskatchewan is calcaerous and rich, extending over an area several times as large as the State of Ohio, with a climate as favorable for crops as Minnesota; it is next in the line of settlement after that State, which is fast filling up with an industrious, moral and intelligent class of inhabitants; and judging from the history of the settlement of Michigan, Indiana, Illinois, Iowa, Wisconsin and Minnesota, must have a population of several hundred thousand within ten years, if such facilities are furnished as will enable emigrants to reach it.

The Hudson Bay Company's posts occupy nearly every commanding situation. Their police over Indians is admirable, no difficulties having occurred with them for forty years. There is protection to the traveler in all directions. The whole country west of long. 90°, and between lat. 46° and 55°, may be properly termed civilized, for every purpose of settlement and internal improvement.

The repugnance of the Hudson Bay Company to organization into agricultural communities no longer exists; but, on the contrary they will soon become able and sagacious co-operators in the speedy settlement of the country, for it is their interest to do so.

But beyond all this; we are confident, that, considering the immense interests of the British Government upon the Pacific, and in the settlement of the basin of the Red River, and the coun-

try west of it, the immediate construction of a railroad from some point at or near Pembina to the Pacific is inevitable. The route will be on or near 50 degrees north, a parallel which more than any other traverses the great centres of population and power on the globe. It will become the great highway to the commerce of the North Pacific and China.

The first Governor of British Columbia, Col. Moodie, is commissioner of roads, and is aided by a corps of sappers and miners. For the last two years, commencing before the gold discoveries, a survey of the route from Lake Superior westward, over the Saskatchewan plains, has been in progress, and Col. Moodie is now understood to be making similar observations from the Pacific side. Surveys of a practicable railroad route have been communicated to London.

If the Colonial office will take measures to locate this line, make a concession of lands extending twenty miles on each side, and in addition, loan or guaranty a credit for five millions of dollars whenever and as often as ten millions shall have been expended in the actual construction of the road by private enterprise, competent persons can immediately be found who will undertake to construct such road.

The inauguration of such a work with such guarantees would transform Vancouver Island, British Columbia, and the larger area east, into populous territories.

The most obvious westward connection of the New York Central Railroad is with the Great Western of Canada, while the Grand Trunk road looks to the lines of Michigan, Wisconsin and Minnesota as affording its best prospects for business.

With this view the Canadian Parliament have authorized the latter Company to bridge the St. Clair River, at Sarnia. The Detroit and Milwaukee road just opened to Grand Haven is in the hands of English parties, and a line still more direct to St. Paul is projected by way of Pere Marquette in Michigan and Manitowoc in Wisconsin; the one through Michigan being based upon a Congressional land grant, and in progress of construction, and in the hands also of English capitalists, while thirty miles of the road west of Manitowoc are ready for the superstructure. The connection with St. Paul through Michigan and Wisconsin—already extended to La Crosse on the Mississippi—it is thus seen will soon be accomplished.

The Minnesota section of the proposed route—the Minnesota and Pacific railroad,—is, as before mentioned, already commenced, and has a material basis of \$1,250,000 of State credit and 1,555,200 acres of excellent land wherewith to complete it from the intersection of the northern division of the La Crosse and Milwaukee railroad, (also aided by a similar land grant,) to Pembina on the British line; which is at least, two-thirds of the way from Portland on the Atlantic,—taking the line of the Grand Trunk railway—to the Pacific ocean.

By owning the La Crosse and Milwaukee and the Minnesota and Pacific roads, therefore, British capitalists may possess an entire chain of railways, and control the immense transportation of passengers and goods over them from the Pacific to the Atlantic. And yet all the northern and eastern railroads of the United States, as well as the Mississippi river, will be connected with and tributaries of the Minnesota and Pacific road.

It may be objected that the route in question passes, for a considerable distance, through the territory of the United States. The answer is this:—

1. The construction of a railroad from Canada around the north shore of Lake Superior would be, if not impracticable, very expensive, and for several hundred miles, valueless, except as a through route; and setting that aside, a route through the territory in question is indispensable to a connection between the Atlantic and Pacific for six months of the year, during which the lakes are closed by ice.

2. The route from Pembina through St. Paul to eastern markets, by way of the Canada roads, will be shorter and cheaper than any routes in the United States running further south. The business of the Red River valley and country lying west of it, therefore, will not only, naturally, and almost necessarily, pass through Canada, but it will carry with it the business, to a great extent, of Minnesota and Wisconsin. The advantages, in this regard, therefore, will be entirely in favor of British interests.

Again, a railroad may be constructed from Lake Superior to Crow Wing, on the line of the Minnesota and Pacific road, a distance of only eighty miles, and over a beautiful country, thus affording, during the season of navigation, a good and cheap route for emigrants and freight; while a connection between the Red River, near Pembina, and Lake Superior, within the British possessions, would require a road about 350 miles in length, passing over a rough and comparatively sterile country.

If a railroad shall be built from the Pacific to Pembina, there meeting the Minnesota and Pacific road, and establishing a perfect railroad connection between the two oceans, it is very probable that no Pacific road, except that across the Isthmus, will be constructed for a long period. At present, Congress is at a dead lock in the struggle of sections, and likely to remain so.

An international telegraph has excited the enthusiasm of England and America. An international railroad across the continent of North America would seem to be its appropriate successor.

The cost of constructing the Minnesota and Pacific railroad is estimated by our engineers as follows:—

50 miles now contracted at \$23,000 per mile.....	\$1,150,000
600 miles now contracted at \$20,000 per mile.....	12,000,600
Stations, depots, etc.	1,500,000
Rolling stock.....	1,500,000
Engineering and contingencies	1,000,000
	<hr/> \$17,150,000

The assets of the Company will then be as follows:—

2,467,600 acres of land at \$10 or proceeds.....	\$24,676,000
Profits upon lands at stations, for towns and villages	4,000,000
The road at cost as above	17,150,000
	<hr/> \$45,826,000

Deduct debt for cost of road.....	\$17,150,000
Average interest 2 years, at 7 per cent.	2,401,000
	<hr/> 19,551,000

Thus leaving a surplus of....\$26,275,000
Besides the road and its equipments, fully paid for, as profits to the company.

EDMUND RICE,
President.

October 1858.

Southern Pacific Railroad.

The Marshall (Texas) *Flag* announces the completion of the additional five miles of the Southern Pacific railroad, and says:

This work has been done by the new company, who were purchasers at the sale on the 1st of June last. The track is now within two miles of Marshall, and there is iron enough on hand for a half mile more. Notice of the completion of twenty-five miles has been forwarded to the Executive of the State, who will doubtless send an engineer to examine and receive the section, when the company will be entitled to 256,000 acres of land.—These lands have already been located, and upon the reception of the section of twenty-five miles, patents will be issued from the General Land Office.

Railroads in Russia.

We give below extracts from a letter written by BAYARD TAYLOR, Esq., to the N. Y. Tribune, dated St. Petersburg, July, 1858:

On the northern side of the city, just outside the low earthen barrier, stands the great Railroad Station. The principal train for St. Petersburg leaves daily at noon, and reaches its destination the next morning at eight—600 versts, or 400 English miles, in twenty hours. The fares are respectfully 19, 13 and 9 rubles, for the first, second and third class. The station building is on the most imposing scale, and all the operations of the road are conducted with the utmost precision and regularity although perhaps a little slower than in other countries. The first-class carriages are divided into compartments, and luxuriously cushioned, as in England; the second-class are arranged exactly on the American plan (in fact I believe they are built in America,) except that the seats are not so closely crowded together. The entrance is at the end ever a platform on which the brakeman stands, as with us.

Straight as sunbeams, the four parallel lines of rail shoot away to the north-west, and vanish far off in a sharp point on the horizon. Woods, hills, swamps, ravines, rivers, may intersect the road, but it swerves not a hair from the direct course, except where such deflection is necessary to keep the general level between Moscow and the Volga. After passing the Valdai Hills, about half way to St. Petersburg, the course is almost as straight as if drawn with a ruler for the remaining two hundred miles. The Russians say this road is only to be looked upon as an article of luxury. The Emperor Nicholas consulted his own convenience and the facility of conveying troops rather than the convenience of the country and the development of its resources. By insisting upon the shortest possible distance between the two cities, he carried the road for hundreds of versts through swamps where an artificial foundation of piles was necessary; while, by bending its course a little to the south, nearer the line of the highway, not only would these swamps have been avoided, but the cities of Novgorod, Valdai and Torshok, with the settled and cultivated regions around them, would have shared in the advantages and added to the profits of the road.

In its construction and accessories, one can truly say that this is the finest railway in the world. Its only drawback is an occasional roughness the cause of which, I suspect, lies in the cars rather than the road itself. There are thirty-three stations between Moscow and St. Petersburg. At the most of these, the station houses are palaces, all built exactly alike, and on a scale of magnificence which scorns expense. A great deal of needless luxury has been wasted upon them. The bridges, also, are models of solidity and durability. Everything is on the grandest scale, and the punctuality and exactness of the running arrangements are worthy of all praise. But at what a cost has all this been accomplished! This road, 400 miles in length, over a level country, with very few cuts, embankments and bridges, except between Moscow and Tver (about one-fourth of the distance), has been built at an expense of 120,000,000 of rubles (\$90,000,000,) or \$225,000 per mile. When one takes into consideration the cheapness of labor in Russia, the sum becomes still more enormous.

The work was not only conducted by American engineers, but Mr. Winans, the chief engineer, is at present carrying on the running business under a contract with the Government. His principal assistants are also Americans. This contract, which was originally for ten years, has yet three years to run, at the end of which time Mr. Winans will be able to live upon what he has earned. His annual profit upon the contract is said to be one million rubles. Some idea of its liberal character may be obtained from the fact that his allowance for grease alone is three silver copecks a verst for each wheel—about 3½ cents a mile; or, with an ordinary train, some \$700 for the run from Moscow to St. Petersburg. His own part of the contract is faithfully and admirably discharged, and he is

of course fairly entitled to all he can make. It is not to be wondered at, however, that the receipts of the road last year exceeded the expenditures by a few thousand rubles only.

The fact is, even yet, the road does not appear to be conducted with a view to profit. The way traffic and travel which railroad companies elsewhere make it a point to encourage, is here entirely neglected. There are none but through trains, and but a single passenger train daily. Beside this, no freight is taken at the way stations, unless there should happen to be a little room to spare, after the through freight is cared for. Tver, through which the road passes, is at the head of navigation on the Volga, and, after Nijni Novgorod, the chief centre of trade with the regions watered by that mighty river, as far as the Caspian Sea; yet, I am informed, there is no special provision made for affording the facilities of communication which this place so much needs.

Russia, however, is soon to be covered with a general system of railroad communication, which, when completed, must exercise a vast influence on her productive and commercial activity. A road from Moscow to Nijni Novgorod, on the Volga, where the grand annual fair is held, has been commenced, and will probably be finished in from three to five years. The distance is about 250 miles, and the estimated expense \$50,000 per mile. The road from St. Petersburg to Warsaw—a little over 700 miles in length—has been in progress for some years past, and will be finished, it is said, by the close of the year 1860. In September it will be opened as far as Pskov, (German, "Pleskow,") at the head of Lake Peipus, and to Dvinaburg, whence a branch road to Riga is now building, in the course of next year. Near Kovno it will be intersected by another branch from Konigsburg, via Tilsit and Gumbinnen, whereby there will be a direct communication between St. Petersburg and Berlin.

The other projected roads, the building of which has been contracted for by a French Company, but not yet commenced, are from Libau, on the Baltic, easterly through Witepsk and Smolensk to the large manufacturing town of Tula, 112 miles south of Moscow; and another from the latter city to Charkoff, in the Ukraine, with branches to Odessa and the Crimea. The former of these will be nearly 700 miles in length, and the latter at least 1,000. The effect of these improvements upon the internal condition of Russia can hardly be overvalued. They are in fact but the commencement of a still grander system of communication, which, little by little, will thrust its iron feelers into Asia, and grapple with the inertia of four thousand years.

The halts at the way stations were rather long—five, ten, fifteen minutes, and at Tver, where we arrived at 5 o'clock, half an hour for dinner. In this respect, as in every other, the arrangements were most convenient and complete. At every one of the other stations there was a neat booth provided with beer, quass, soda water, lemonade, cigars and pastry. There is a second-class carriage especially for smokers, but one is obliged to take out a license to smoke there, for which he pays ten rubles.

The country, slightly undulating in the neighborhood of Moscow, becomes level as you approach the Volga. The Volga is certainly the most interesting object in the whole course of the journey. Tver, a city of 20,000 inhabitants, on its right bank, is conspicuous from the number of its spires and domes. Along the bank lie scores of flat-bottomed barges, rafts and vessels of light draft. The river here is scarcely so large as the Hudson at Albany, flowing in a sandy bed, with frequent shallows.

I did not see the Valdai hills, which we passed toward midnight—the only real hills in Russia proper, west of the Ural mountains. When the morning twilight came, we were in the midst of the swampy region. The only object of note was the large and rapid river Volchoff, flowing from the Ilmea Lake at Novgorod northward into Lake Ladoga. The road crosses it by a magnificent American bridge.

By and by vegetable gardens succeeded to the swamps, villages became more frequent, houses, smoking factories and workshops on our right, then a level, uniform mass of buildings, over which towered some golden-tipped spires, and at eight o'clock, precisely, we landed in the station at St. Petersburg. B. T.

The Postal Revenue.

(From The Washington Star.)

Through the kindness of Henry St. George O'futt, Esq., the Chief Clerk in the office of the Auditor of the United States Treasury for the Post Office Department, we are able to lay before our readers the interesting tabular statements which follow. The first presents a comparative view of the receipts for the letter and newspaper postage, registered letters, postage stamps and stamped envelopes, (being the entire postal revenue,) in the several States of the Union during the years ending June 30, 1857, and June 30, 1858. By reference to it, it will be observed that there have been increased receipts, during 1858, in the States of New Hampshire, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Mississippi, Texas, Kentucky, Wisconsin, Louisiana, Tennessee, Missouri, Illinois, Ohio, Indiana, Arkansas and Minnesota, in the District of Columbia, and in the Territories of Oregon, New Mexico, Nebraska, Washington and Kansas, while in the other States the receipts are less than in 1857. It is a singular circumstance, in this connection, that there is shown to be an increase in all the Southern States, with the single exception of Alabama; while in the older non-slaveholding States, except New Hampshire and New Jersey, there is a palpable falling off. The aggregates show an increase in 1858 of \$125,675 91. Here is the statement:

STATEMENT OF RECEIPTS.

States.	1857.	1858.
Maine.....	\$154,556 92	\$153,152 85
New Hampshire....	102,657 86	105,414 87
Vermont.....	100,743 96	100,379 16
Massachusetts.....	579,946 65	595,633 14
Rhode Island.....	64,077 08	61,054 47
Connecticut.....	212,492 21	199,324 42
New York.....	1,503,444 42	1,458,711 39
New Jersey.....	117,903 45	121,272 48
Pennsylvania.....	629,154 54	617,156 85
Delaware.....	21,379 48	21,822 03
Maryland.....	173,192 23	176,018 68
District of Columbia.	44,698 70	50,902 16
Virginia.....	231,531 50	242,951 08
North Carolina.....	75,328 72	81,405 08
South Carolina.....	95,503 98	101,143 66
Georgia.....	153,858 32	161,616 86
Florida.....	20,898 39	24,683 43
Alabama.....	115,396 71	111,001 69
Mississippi.....	84,677 52	88,458 48
Texas.....	77,516 98	85,449 40
Kentucky.....	136,942 51	140,049 04
Michigan.....	167,934 44	165,882 09
Wisconsin.....	180,428 40	185,228 41
Louisiana.....	154,504 85	180,042 11
Tennessee.....	112,596 80	118,813 61
Missouri.....	165,317 21	190,180 02
Illinois.....	399,383 66	440,865 58
Ohio.....	490,323 78	503,019 06
Indiana.....	184,813 45	192,448 23
Arkansas.....	29,824 95	35,726 54
Iowa.....	157,724 92	156,791 90
California.....	256,993 91	256,746 42
Oregon Territory....	12,095 39	13,576 46
Minnesota.....	43,815 71	51,781 46
New Mexico.....	1,640 88	1,759 88
Utah.....	1,383 69	1,300 24
Nebraska.....	3,929 13	9,079 17
Washington.....	1,789 80	2,426 36
Kansas.....	10,945 62	21,984 03

Totals.....\$7,070,367 81 \$7,196,043 72

The next statement shows the expenses of the Department during the years given above, for compensation to Postmasters and incidental expenses of post-offices. There is yet to be added to this side of the account the expense of transportation,

which, in 1857, amounted to an aggregate of \$6,596,152 56, and it will hardly fall under that sum during 1858. This statement exhibits an excess of expenditure in 1858 over 1857 in every State and Territory except Rhode Island, Connecticut, California, and Utah; and the aggregate increase during the latter year is shown to be \$164,654 56, overbalancing the increase of receipts by \$38,978 55.

In 1857, the expenses of the Post-Office Department exceed the revenue derived from the postal service by \$2,814,574 41, without including the foreign mails on either side of the account. During 1858, the probabilities are that a larger deficit will be exhibited. The second statement referred to above is as follows:

STATEMENT OF EXPENDITURES.

States.	1857.	1858.
Maine.....	\$87,883 85	\$88,983 32
New Hampshire....	55,134 83	57,604 43
Vermont.....	54,831 34	54,870 23
Massachusetts.....	246,596 21	275,993 50
Rhode Island.....	26,456 70	26,194 35
Connecticut.....	96,143 52	95,646 95
New York.....	700,778 72	628,161 37
Pennsylvania.....	270,125 36	282,225 50
New Jersey.....	57,214 27	60,277 87
Delaware.....	9,867 34	10,215 02
Maryland.....	63,742 45	64,120 52
District of Columbia.	38,621 74	39,595 71
Virginia.....	121,192 63	126,139 29
North Carolina.....	41,401 84	43,119 24
South Carolina.....	38,798 85	41,011 93
Georgia.....	79,285 38	80,817 44
Florida.....	10,984 79	12,284 95
Alabama.....	55,334 26	60,489 64
Mississippi.....	44,683 20	47,838 31
Texas.....	39,439 42	43,934 66
Kentucky.....	67,092 33	67,875 58
Michigan.....	89,653 62	80,722 69
Wisconsin.....	85,600 20	89,226 10
Louisiana.....	56,602 64	61,166 44
Tennessee.....	57,109 13	62,951 46
Missouri.....	73,265 19	35,973 79
Illinois.....	217,211 78	250,101 15
Ohio.....	246,499 84	255,980 60
Indiana.....	102,268 22	107,000 85
Arkansas.....	18,798 98	22,231 08
Iowa.....	85,200 84	89,400 93
California.....	114,022 25	106,506 23
Oregon Territory....	5,579 64	6,132 66
Minnesota.....	21,339 66	27,247 54
New Mexico.....	692 45	766 16
Utah.....	792 80	721 21
Nebraska.....	2,236 64	4,928 49
Washington.....	842 12	1,427 18
Kansas.....	5,464 48	11,535 68
Totals.....	\$2,888,789 56	\$3,453,444 02

New Discovery of Iron Ore.

The St. Louis Democrat states that a discovery of immense bodies of iron ore has lately been made in that State, not far from the neighborhood of those rich deposits already so widely known in the country as the Iron Mountain and Pilot Knob. The editor of the Iron-ton Furnace has visited the place of discovery, and says:

"We have actually been upon the ground and stood upon these hills or mountains of ore, which, in our judgment, is as rich in quality, and surpassed in quantity, as the celebrated Iron Mountain. It is about thirty miles from Iron-ton, and the main body seems to be in three different localities, about one or two miles apart, and is said to be a pure quality of Hematite. The ground upon which it is located embraces a tract of between eleven and twelve thousand acres, owned by one gentleman, Napoleon Aubuchon, Esq., and has been entered at the Government price within the last three years. It is a sparsely inhabited neighborhood, and until within the last few years, was never explored except by hunters. It lies upon a range of hills, dividing the waters of Castor and Big St. Francis."

Baltimore Water Works.

The most extensive, novel and interesting work of public improvement now in course of construction in this State is the new water-works, the object being to supply the city of Baltimore with an abundant supply of pure water. This is to be accomplished by the construction of an immense reservoir near the Relay House of the Northern Central Railway, a dam of corresponding capacity and strength, a conduit stretching in one straight and level line from these works to a point near the northern limits of the city, at which point, about six miles from the Relay House, will be constructed in the most substantial manner, and at such an elevation above tidewater as to afford a copious supply, even in the most elevated sections of the city. The estimates for this work, as has been previously stated, were prepared with great care by the chief engineer, Charles P. Manning, Esq., and the fact is worthy of reiteration that some of the sections have been contracted for just at half the amount of the original computation. The most difficult portion of the work was engaged by Mr. Frederick C. Crowley, a young but experienced contractor, and with all the energy requisite for the vigorous prosecution of such a work. Mr. Crowley has a force engaged on what is known as section 6, which includes the Hampden tunnel.

The difficulties and obstacles to be overcome consist in the fact that heavy excavations have to be made in order to reach the level of the line, and much of the course is composed of rock firmly embedded in the earth. Mr. Crowley commenced operations with a force of over two hundred men on the 1st of May of the present year, and the progress which has been made has far surpassed the anticipations of the engineers. The whole length of the section is 4,000 feet, (nearly a mile,) whilst the length of Hampden tunnel when completed will be 2,962 feet. It commences at a point near Cross Keys Village, on the Falls road, and has its terminus upon the grounds of John J. Prentiss, Esq. The excavation throughout the entire line of the work is uniform and of the following dimensions: 9 feet 1 inch in height and at the top 5 feet 10 inches in width; half way down it is 9 feet in width, when it assumes the form of a semi-circle. The deepest excavation below the level of the ground is 72½ feet. The foundation of the tunnel is upon solid rock, lined with brick laid in cement, and especial pains is taken in those portions of the conduit which lie above ground to lay a stone foundation 7 to 8 feet in depth. In order to work with convenience, as well as to afford a means for the removal of excavated matter, it has been found necessary to sink five shafts, three of which are each 72½ feet deep, a fourth 41 feet, and the other 26 feet. These shafts are 11½ by 6 feet in the clear, and of course afford the only means of communication to the tunnel. Large and powerful cranes and windlasses have been placed on each, and the water which constantly gushes from the fissures of the rocks and the earth and rock removed therefrom are carried to the top with considerable rapidity. At shafts 3, 4 and 5 are steam engines of from 6 to 10 horse power, manufactured by the Messrs. Denmead, which are in constant motion. At another shaft horse power, and at a fifth manual labor, performs the operation.

The most novel and singular feature of the work is going on below—far, far below the surface of the ground. Here are gangs of stalwart laborers, each with a burning lamp fastened upon the top of his hat, with lamps stuck up in the crevices of the rocks, in order to give light to the long, dark, and dreary subterranean passages, along which the visitor must move with caution if he would avoid an occasional step into the pools of water which abound, or a violent bump with his caput against the projecting timbers placed overhead, in order to secure the workmen from an occasional fall of rock or earth. Whilst some of the gangs are plodding along to the shafts upon the very narrow planks with their wheelbarrows well loaded, others are moving off in an opposite direction for a re-loading. Others are making vigorous applications with the pick and spade, and there are

some of the more experienced men who are piercing deep holes in the solid rock with their ponderous crowbars, and literally blasting their way inch by inch, or foot by foot, with gunpowder. Surely it is a novel sight, and not one man in fifty is willing to descend in the buckets and grope his way in the tunnel from shaft to shaft. If he does, he should encase himself in gutta percha if he would avoid the constant dripping from above, and the mud and dirt on all sides. Mr. Jacob G. Crowley, brother of the contractor, is the principal superintendent, and with two sets of men, working day and night, forced a passage through rock to the distance of 314 feet in the short space of 19 days. It was declared an impossibility to do it in a single month. As it has proven expensive in getting the water out of the tunnel by hoisting, as above stated, a narrow canal was finished yesterday, by means of which the water near the terminus finds its way out of the stone portal. Such has been the correctness of calculations that wherever the divisions of the tunnel have been constructed, not the slightest variation is perceptible. This is highly creditable to the resident engineers, Messrs. Robert K. Martin and Wm. Kenly.

Mr. Crowley will complete his section and tunnel at an earlier period than was anticipated. The firm of J. H. Hoblitzell & Co., have the contracts for sections 1, 3, 4, 5 and 7—making an aggregate distance. Mr. John W. Maxwell has the contract for section 2, which includes the construction of a tunnel 700 feet in length. Messrs. Hoblitzell and Crowley have the contract for the construction of the dam. It will be of stone, of solid masonry three hundred feet in length and 45 in height. The stone is quarried, and it is expected that the dam will be completed in one year. In common with Mr. Crowley, the other contractors are making good progress in the execution of their work, and thus far, the work has been highly approved. Along the line of the work, the brick are being deposited, all which are of Baltimore make, and carefully examined by Mr. Henry Kramer. Various opinions have been expressed as to the practicability and utility of the whole plan of conveying an adequate supply of water from Jones' Falls, at such a distance for the city, but the fact is apparent that the great enterprise has not been taken without due deliberation, aided by the judgment of experienced and scientific men. It is contended that the supply will be equal for a population of 600,000 souls, and that in case it should fail in years hence, the Gunpowder may be availed of, at a cost of \$300,000.

Northern Central Railroad.

We learn that the Northern Central Railroad Company remitted to the Treasurer of the State of Maryland yesterday twenty-two thousand five hundred dollars, the quarterly interest due on the annuity of ninety thousand dollars.

The promptness with which this company meets all its obligations, particularly that to the State, recommends its management to public confidence and should receive a favorable notice from the State authorities in the annual reports, about to be published, of the operation of our public works for the past year.

The wisdom of the policy of the State in withdrawing from any participation in the management of this work was considered doubtful by many at the time of the passage of the Consolidation Act, but all must now be satisfied that it was a measure both wise and judicious. In a financial aspect the State is made secure in its investments, while the individual stock and bondholders, encouraged by the success of a healthy independent management, have been able to infuse life into the assets of the company, thereby establishing the basis of a permanent credit, which has enabled it—notwithstanding the late disastrous panic—to prosecute the work to completion without the interruption of a day, and meeting all the obligations of the company with a punctuality highly commendable.

Our State will reap a rich reward in the vast trade which is to flow through the channel of com-

merce into our city. Some faint idea may be had of its magnitude, when we state 154 cars left the coal region for Baltimore on Tuesday, and yesterday 120 more were despatched from Sunbury alone. This is in addition to receipts from the Trevorton and Lyken's Valley mines.—*Baltimore Patriot*.

General Statistics of North America.

Exhibiting the area, population, commerce, income, expenditures, public debt, etc., of the several States and countries thereof for the year 1855. Compiled from official and other authentic sources by RICHARD S. FISHER, Editor of Colton's Atlases, etc.

1. Area and Population.

States and Countries.	Area, sq. m.	Population.	Pop. to sq. m.
Russian America	481,276	80,000	0.18
Hudson's Bay Territory*	2,436,000	100,000	0.04
Vancouver's Island.	17,000	18,000	1.07
Canada.	357,822	2,571,487	7.18
New Brunswick.	27,704	213,187	7.69
Nova Scotia.	18,746	303,729	16.23
Prince Edward Isl'd	2,134	69,259	32.41
Newfoundland.	35,913	109,711	3.06
St. Pierre and Miquelon (French)	118	2,226	18.86
United States of Am.	2,963,666	27,237,510	9.19
United St. of Mexico.	802,416	7,859,564	9.79
British Honduras	18,600	11,066	0.59
Guatemala, }	43,380	971,450	22.39
Honduras, }	39,600	350,000	8.90
Salvador, }	9,600	394,000	41.04
Nicaragua, }	49,500	257,000	51.92
Costa Rica, }	13,590	100,000	7.36
Mosquitia, }	10,000	6,000	0.60
Greenland and Danish Colonies	380,000	10,000	0.03
Other Northern Lands	600,000 ?	6,000 ?	0.01
Grand total.	8,307,065	40,670,139	4.89

* All of this territory west of the Rocky Mountains and south of the 55th parallel of latitude has been erected into a new colony under the title of British Columbia. It contains Fraser River on which extensive gold fields have been recently discovered.

2. Total Commerce of each Country.

States, etc.	Value of Exports.	Value of Imports.
Canada.	\$28,188,461	\$36,086,168
New Brunswick.	4,416,862	8,275,093
Nova Scotia (1852*) ..	3,883,124	4,776,702
Prince Edward Island. ..	1,281,104	1,094,662
Newfoundland.	6,703,985	6,358,120
Total British Colonies.	\$44,473,536	\$56,590,709
United States.	275,156,846	261,468,520
Mexico†	20,000,000	20,157,000
British Honduras.	2,057,415	974,389
Guatemala.	1,076,973	1,065,816
Honduras.	745,901	937,289
Salvador.	1,285,485	1,046,720
Nicaragua.	958,572	972,851
Costa Rica.	1,351,779	1,267,387
Other States and countries†	2,500,000	1,500,000
Grand total.	\$349,606,507	\$346,980,681

* These returns are the latest in possession of the compiler. Probably the values for 1855 were 50 per cent. additional.

† On the authority of the *Almanac de Gotha*, 1858.

‡ In this summary are included Russian America, the Hudson Bay Company's Territories, Danish Greenland, the French Fisheries and Mosquitia. The compiler has searched in vain for specific information on the commerce of these countries and hence has been forced to adopt a reasonable estimate.

3. Commerce of the U. S. with other N. Am. States. (From the U. S. Reports for 1855.)

States, etc.	Imports into U. S.	Exports from U. S.
Canada.	\$12,182,314	\$18,720,344
Other British Possess's, ..	2,954,420	9,085,676
St. Pierre & Miquelon.	139,854	186,525
United St. of Mexico.	2,882,830	2,922,804
British Honduras.	339,974	522,959
Central Americ. States, ..	286,409	1,262,170
Grand total.	\$18,785,801	\$32,700,478

4. Receipts and Expenditures.

States, etc.	Receipts.	Expenditures.
Canada.	\$4,076,236	\$4,445,856
New Brunswick.	652,605	880,892
Nova Scotia.	497,318	509,117
Prince Edward Island. ..	122,756	141,071
Newfoundland.	324,029	309,971
United States.	65,003,930	66,209,922
Mexico.	8,000,000	12,000,000
Guatemala.	1,040,144	1,024,358
Honduras*.	160,000	160,000
Salvador.	646,309	619,348
Nicaragua*.	105,000	105,000
Costa Rica.	591,156	531,899
All other States, etc.	1,000,000	1,000,000
Grand total.	\$82,219,483	\$87,887,434

* On authority of *Almanac de Gotha*, 1858.

5. Public Debt.*

States, etc.	Absolute Debts.
Canada.	\$17,242,544
New Brunswick.	211,519
Nova Scotia.	351,559
Prince Edward Island.	71,756
Newfoundland.	414,876
United States.	39,969,731
Mexico.	133,524,242
Guatemala.	1,200,000
Honduras.	761,000
Salvador.	883,695
Nicaragua.	800,000
Costa Rica.	800,000

Total. \$195,730,922
Add Debts of the several States of the United States. 192,026,298

Grand total. \$387,757,220

* This table exhibits only the absolute indebtedness of the various States, etc. Several have also contingent debts, being guarantees issued on account of municipalities, public improvements, etc., and for which they are liable on failure of the original parties to the issue. Thus Canada has a contingent debt of nearly £10,000,000, and to a smaller extent the other British provinces. The total contingent debt of the several of the States of the Union in 1855 amounted to \$44,767,851. The Indian and other annuities of the United States may also be considered as debt but which are provided for by an annual appropriation.

6. Capitals and Titles of Governors, etc.

States and Countries.	Capital Cities.	Titles of Governors, etc.
Russian America. New Archangel.		Governor Gen.
Hudson's Bay T. York Factory.		Manager.
Vancouver's Isl'd. Victoria.		Governor.
Canada. Toronto.		Governor Gen.
New Brunswick. Fredericton.		Lt. Governor.
Nova Scotia. Halifax.		Do.
Prince Edw'd I. Charlottetown.		Do.
Newfoundland. St. John's.		Governor.
St. Pierre & Miq. St. Pierre.		Do.
U. S. of America. Washington.		President.
U. S. of Mexico. Mexico.		Do.
British Honduras, Belize.		Superint'nd't.
Guatemala. New Guatemala.		President.
Honduras. Comayagua.		Do.
Salvador. Cojutepeque.		Do.
Nicaragua. Leon.		Do.
Costa Rica. San Jose.		Do.
Mosquitia. Blewfields.		King.
Danish Greenland, Lichtenfels.		Slitthampton'n.

Iron Bridges.

The Great Western Railway Company, we learn, have determined to replace the wooden bridges on their line by iron ones. The announcement, we are sure, will be gratifying, for the change will be for the benefit of the Company, and the advantage and safety of the traveling public. The first structure to be done away with will be that rickety looking bridge near St. Catherine's. The plan by which a stone viaduct was to be built in its stead is partially altered. Magnificent stone arches on either side already advance into the ravine, but instead of continuing them to meet in the centre, as at first contemplated, an iron bridge will be thrown across, with a span of no less than one hundred and eighty feet. The iron has already arrived at Thorold, and the new bridge will be ready for traffic in the spring. The next wooden bridge doomed will probably be that over the Desjardins Canal. Since the refusal of the Dundas people to allow a permanent bridge to be erected, unless upon terms which the Great Western thought too onerous, the construction of an iron swing bridge has been determined on, and we think we are correct in stating that the plans of Mr. Ried, the chief engineer here, have been approved of by the board in England as well as here. The substitution of iron for wood elsewhere is not so urgently demanded, and will perhaps not be made so soon. It is, however, we are assured, only a question of time.—*Hamilton (Ca.) Spectator*.

Port Royal Railroad.

During the last session of the Legislature a charter was obtained for this road, with a capital of three millions of dollars; the road was to begin at the Savannah River, at some point near Augusta; and, passing through the Savannah River side of Barnwell, enter Beaufort District through Upper Prince Williams, tap the Charleston and Savannah Railroad in the vicinity of Salkahatchie, and terminate at some point of deep water in the neighborhood of old Beaufort town. The greatest length of this road will be not over one hundred and ten miles, it may be shorter; it is estimated that eighty-five miles will reach the Salkahatchie. Fifty miles from thence to Charleston will give the same distance now run over by the South Carolina road between Augusta and Charleston. The country between the Salkahatchie and Augusta is perhaps as well suited to the construction of a cheap and durable road as is presented by any other route in the southern country. It will pass through a level country, with no stream to cross, and abundantly supplied with timbers; and besides this, the line is on a populous route, inhabited by a people who have both the ability and desire to build the road.—*Charleston Courier*.

Etowah Railroad.

We find the following note from the Hon. Mark A. Cooper, in the *Cartersville Express* of the 22nd inst.:

ETOWAH, Ga., Oct. 19, 1858.

To the Editor of the *Cartersville Express*:

DEAR SIR:—The Etowah Railroad has this day been completed, and the trains are regularly running in connection with the passenger trains of the Western and Atlantic Railroad. This being an era in our history, the event was distinguished by the firing of a salute, from ordinance made and cast at Etowah Foundry. Mr. L. Kendrick was our contractor for the building of the road, and Eugene LeHardy the Chief Engineer.

As soon as arrangements are made we will duly celebrate the occasion. Morning guns will be fired till the celebration.

MARK A. COOPER,
President Etowah R. R.

Minneapolis and Cedar Valley Railroad.

We learn that the Governor has delivered into the hands of the Minneapolis and Cedar Valley Railroad Company \$100,000 of the State Railroad Bonds, they having complied with the requirements of the law authorizing a loan of the State credit to Railroad Companies.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road	Capital paid in.	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road	Capital paid in.	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	
Atlantic & St. Lawrence	149	2,494,900	3,482,000	5,976,900	576,483	88,368	none	---	Brunswick and Florida, Ga.	30	151,887	463,648	538,649	In progr.	365,214	208,771	9	---
Androscog. & Kennebec	58	457,909	1,835,808	2,293,717	159,518	---	---	---	South Western	92	1,399,100	441,292	2,286,323	865,214	208,771	9	---	
Kennebec & Portland	72	1,107,526	1,763,788	2,871,314	213,255	---	---	---	Tennessee and Alabama	30	399,754	626,889	679,906	53,775	29,406	---	---	---
Portland, Saco, & Portland	61	1,596,400	---	---	---	---	---	---	Tennessee and Mississ.	69	705,328	468,384	1,189,652	113,802	87,210	---	---	---
Boston, Concord, & Montreal	63	4,000,000	1,104,586	5,104,586	3,359,373	329,707	174,025	10	Memphis and Charleston	237	2,228,177	3,495,288	5,572,470	642,022	334,504	---	---	---
Chesapeake	56	4,000,000	899,813	4,899,813	2,848,977	329,707	174,025	10	Mobile and Ohio	224	6,784,829	2,066,459	10,701,428	554,882	273,428	---	---	---
Concord	36	1,600,000	8,242	1,608,242	1,412,676	555,028	118,077	4	Miss. Central	100	1,575,474	928,796	2,503,098	115,679	---	---	---	---
Northern, N. H.	82	3,088,400	406,286	3,494,686	305,880	106,990	---	4 1/2	Southern (Miss.)	82	1,000,000	1,400,000	2,400,000	284,255	150,789	---	---	---
Conn't & Passumps. Riv.	90	1,000,000	800,000	1,800,000	1,784,146	177,688	73,401	---	N. O., Opelousas & G. W.	80	2,800,000	750,000	3,577,525	284,178	127,450	---	---	---
Rutland & Burlington	117	2,253,576	4,158,369	6,411,945	384,126	77,201	---	---	N. O., Jackson & N.	180	4,035,000	1,815,610	3,500,000	189,008	---	---	---	---
Vermont and Canada	47	1,350,000	---	---	---	---	---	---	Vicksburg, Shreveport & Tex.	20	861,293	4,447	831,521	In progr.	---	---	---	---
Vermont Central	118	5,000,000	5,233,299	10,233,299	808,328	155,269	---	50	East Tennessee and Ga.	111	1,192,974	1,738,669	2,703,428	227,363	104,992	---	---	---
Boston and Lowell	25	1,800,000	458,920	2,258,920	435,863	171,588	---	90	East Tennessee and Va.	43	626,075	1,728,664	3,208,138	61,344	39,082	---	---	---
Boston and Maine	74	4,076,974	---	---	---	---	---	99 1/2	Nash. and Chattanooga	169	2,263,906	1,526,092	3,396,703	641,552	219,289	---	---	---
Boston and Providence	43	8,160,000	239,720	8,400,000	554,176	245,194	---	92 1/2	Covington & Lexington	98	1,384,850	3,065,917	4,091,604	426,408	220,906	---	---	---
Boston and Worcester	44	4,500,000	599,974	5,099,974	1,019,149	383,515	---	95 1/2	Lexington and Frankfort	29	430,055	156,899	658,255	95,807	45,719	---	---	---
Cape Cod	47	681,590	291,007	972,597	122,900	39,899	---	49 1/2	Lexington and Danville	13	694,444	71,000	765,500	245,760	109,059	---	---	---
Connecticut River	50	1,681,110	275,772	1,956,882	267,710	65,096	---	48 1/2	Louisville and Frankfort	65	741,089	625,216	1,502,095	109,059	---	---	---	---
Eastern, Mass.	60	2,683,400	2,441,878	5,125,278	616,156	272,479	---	98 1/2	Atlantic & Gt. Western	264	866,939	77,294	613,281	348,452	120,836	---	---	---
Pittsburg	67	5,600,000	100,000	5,700,000	663,974	250,833	---	---	Bellefontaine and Ind.	118	1,874,395	1,315,237	2,998,392	149,740	51,740	---	---	---
N. Bedford and Taunton	21	600,000	---	---	---	---	---	---	Clev., Col., and Cin.	141	4,748,24	90,400	4,758,200	1,149,741	51,740	---	---	---
Old Col'y and Fall River	77	3,015,100	260,100	3,275,200	683,367	305,140	---	97 1/2	Cleveland and Toledo	200	3,333,712	4,225,558	7,193,016	980,282	433,790	---	---	33 1/2
Vermont and Mass.	69	2,232,541	1,019,148	3,251,689	240,133	52,267	---	8 1/2	Clev. and Mahoning	65	---	---	628,583	---	---	---	---	---
Western, Mass.	165	5,150,000	6,839,080	11,989,080	2,117,982	899,763	---	104 1/2	Clev. and Pittsburg	133	2,780,744	3,043,992	5,824,736	631,877	309,518	---	---	9 1/2
Worcester and Nashua	46	1,141,000	205,565	1,346,565	216,888	82,720	---	44	Clev., P. & Ashtabula	95	3,000,000	1,495,548	3,955,290	1,251,538	581,454	---	---	15
Providence and Worcester	42	1,510,000	800,000	2,310,000	344,773	155,044	---	82	Cin., Hamilton & Dayton	60	2,155,800	1,526,092	3,130,315	487,421	280,763	---	---	45
Hartford and N. Haven	72	2,359,000	944,000	3,303,000	769,065	372,807	---	110	Cin., Wilm. & Zanesville	131	2,421,176	3,782,040	6,696,210	223,506	80,288	---	---	---
Hart'd, Prov. and Fishkill	122	1,941,340	2,375,274	4,316,614	387,895	168,162	---	---	Columbus and Xenia	55	1,490,450	149,000	1,639,450	483,212	181,688	---	---	10
Housatonic	74	2,000,000	423,685	2,423,685	318,475	109,344	---	---	Dayton, Xen. & Belpre	63	437,838	422,658	860,496	In progr.	---	---	---	---
Haugatuck	57	1,081,800	624,244	1,706,044	237,416	114,237	---	---	Dayton and Michigan	140	1,076,602	393,011	1,188,226	In progr.	---	---	---	---
N. York and N. Haven	62	3,000,000	2,882,071	5,882,071	354,995	254,569	---	40	Dayton and Western	35	810,000	700,481	1,038,178	125,940	65,253	---	---	---
N. Haven and N. London	50	738,258	761,462	1,500,000	88,007	30,318	---	---	Baton and Hamilton	42	469,763	332,669	1,176,163	104,936	50,008	---	---	---
N. London, W. & Palmer	66	610,000	1,052,000	1,662,000	120,671	51,544	---	---	Little Miami	65	2,981,282	1,298,000	3,925,157	775,442	290,123	---	---	80
Norwich and Worcester	66	2,122,800	724,183	2,846,983	265,417	44,547	---	---	Sandusky, Dayton & Cin.	171	2,697,090	3,368,006	6,065,096	682,614	---	---	---	---
Albany Northern	32	439,005	1,625,098	2,064,103	117,716	9,904	---	---	Central Ohio	138	1,626,856	5,191,877	4,421,908	712,213	134,371	---	---	---
Black River and Utica	35	643,300	317,359	960,659	135,433	48,489	---	---	Pittsb., Ft. Wayne & Chicago	123	6,247,400	9,822,550	14,379,704	1,546,359	577,737	---	---	20
Buffalo, Corn. and N. Y.	100	1,487,874	1,501,183	2,989,057	172,476	66,333	---	---	Pittsb., Mass. & Cin.	50	371,350	31,000	399,933	---	---	---	---	---
Buffalo and N. Y. City	92	798,439	2,637,840	3,436,279	288,392	131,896	---	---	Sand'y, Mansf. & Newk.	127	1,350,000	2,208,357	3,652,357	328,955	164,479	---	---	---
Buffalo and St. Line	69	1,800,000	1,040,000	2,840,000	679,790	355,763	---	10	Scioto & Hocking Valley	56	403,975	599,050	888,558	In progr.	---	---	---	---
Canadaigua and Elmira	47	434,111	922,393	1,356,504	174,089	69,506	---	---	Spring, Mt. Vernon & P.	113	1,000,000	950,000	---	In progr.	---	---	---	---
Canadaigua & Niagara F's	98	1,315,000	2,279,854	3,594,854	302,251	57,378	---	---	Tol., Washash & St. Louis	242	2,965,100	7,577,500	10,542,600	Recently opened.	---	---	---	---
Cayuga & Susquehanna	35	687,000	506,689	1,193,689	135,433	48,489	---	---	Cin., Log. & St. Chicago	255	4,196,679	1,008,125	2,080,433	In progr.	---	---	---	---
Hudson River	144	3,768,486	9,250,362	13,018,848	1,902,828	688,880	---	32 1/2	Evansville & Crawfordsv.	109	984,061	1,270,872	2,158,713	249,889	124,140	---	---	---
Long Island	95	8,000,000	647,193	8,647,193	325,313	56,186	---	11 1/2	Ind. and Cincinnati	88	1,686,809	1,564,584	3,020,989	491,743	245,622	---	---	---
New York Central	556	24,138,661	14,607,510	38,746,171	3,027,251	3,573,738	---	85	Indiana Central	66	612,350	1,261,179	1,909,911	365,189	204,685	---	---	---
New York and Erie	494	11,000,000	28,081,468	39,081,468	5,742,607	1,454,032	---	16 1/2	Ind., Clev. & Pittsburg	83	836,791	1,071,694	1,828,425	255,19	85,248	---	---	---
New York and Harlem	138	5,717,100	4,822,498	10,539,598	1,040,392	324,891	---	12 1/2	Jeffersonville	66	1,014,252	694,000	1,339,576	222,737	94,318	---	---	---
Northern, N. Y.	118	1,633,022	4,406,874	6,039,896	520,153	135,754	---	1	Madison and Indianapolis	87	1,647,700	1,338,816	2,065,000	260,214	118,628	---	---	---
Oswego and Syracuse	35	309,130	213,025	522,155	149,373	78,764	---	8	New Albany and Salem	238	2,635,121	1,331,848	6,643,189	545,827	371,492	---	---	---
Potsdam and Watertown	29	467,200	294,189	761,389	149,373	78,764	---	---	Peu. and Indianapolis	73	---	558,314	---	150,000	80,000	---	---	---
Rensselaer & Saratoga	25	610,000	140,000	750,000	241,149	82,600	---	7	Terre Haute and Ind.	73	1,361,450	250,125	1,585,809	181,272	106,079	---	---	---
Saratoga and Whitehall	48	500,000	395,600	895,600	71,909	21,089	---	---	Chicago and Rock Is'd	132	6,248,000	1,734,318	6,628,272	1,886,196	850,939	---	---	66 1/2
Syracuse & Binghamton	80	768,369	1,578,804	2,347,173	159,484	22,503	---	---	Chicago, Burl. and Quincy	210	4,631,540	3,852,970	8,042,428	1,605,167	811,767	---	---	84
Troy and Boston	27	437,830	737,079	1,174,909	156,363	55,184	---	---	Chic. St. Paul & F'd du Lac	178	2,800,000	1,325,000	3,625,000	In progr.	---	---	---	---
Watertown and Rome	27	1,500,000	700,979	2,200,979	440,290	162,087	---	3 1/2	Galena and Chicago	259	6,023,800	3,995,015	9,395,455	2,315,780	1,192,042	---	---	78 1/2
Belvidere Delaware	64	1,000,000	1,619,000	2,619,000	243,893	114,632	---	---	Illinois Central	704	6,556,436	20,516,922	25,487,609	2,939,965	565,972	---	---	86
Grand and Amboy	94	8,000,000	11,407,200	19,407,200	8,794,096	1,944,112	---	117	Peoria and Okawana	181	1,569,889	2,200,000	3,400,000	In progr.	---	---	---	---
Grand and Atlantic	60	8,485,000	1,550,354	10,035,354	1,738,171	117,889	---	---	Ohio & Miss. (Wat. Div.)	147	1,790,295	6,292,403	4,870,556	Recently opened.	---	---	---	---
New Jersey	30	4,485,000	788,844	5,273,844	911,617	584,951	---	128	Terre Haute, Alt. & St. Louis	208	8,011,150	5,925,927	12,726,784	823,767	247,757	---	---	---
New Jersey Central	63	2,000,000	3,592,828	5,592,828	682,940	357,193	---	---	Mich. Central	185	638,000	1,128,964	1,966,969	Recently opened.	---	---	---	---
Morris and Essex	53	1,187,806	340,000	1,527,806	237,765	101,542	---	3 1/2	Mich. South'n & N. Ind.	282	8,057,840	3,366,639	12,847,238	2,248,758	704,956	---	---	56
Allegheny Valley	44	1,637,867	342,564	1,980,431	212,253	62,450	---	---	Green Bay, M. & Ch.	475	8,576,400	10,459,63	19,338,084	2,309,487	544,311	---	---	23 1/2
Catawba, W. & Erie	63	1,700,000	1,940,000	3,640,000	212,													

Railroad Bonds.

Extract from Marie & Kazz's Money Circular
for the European Steamer of Nov. 3rd.

[TRANSLATED.]

NEW YORK, Monday, Nov. 1st, 1858.

Our last advices were to the 26th ultimo. The buoyancy then prevailing has given place to quite a general reaction, with a decreased activity. On Saturday there was a partial recovery of prices, but to-day the downward tendency is again in the ascendant. The Money market presents no perceptible changes, unless it be in a disposition to give more firmness to the rates for loans on call, owing to the large movements in Stocks caused by the recent speculation on the Stock Exchange. States—There is a regular decline, with reduced sales; (Missouri, about \$500,000;) Virginia, ½ decline; Missouri, 1½; Tennessee, ½; California, new, 2; North Carolina, ½; Ohio, 1886, sales at 109. United States 5s, 1865, ½ per cent. higher; the new Loan, 5 per cent., 1874, moderate sales at 105½104½. City and County Bonds—We note some transactions of importance of Louisville 6s, Railroad issues, at firm prices; St. Louis City and Brooklyn City 6s, without change, and Memphis 6s, guaranteed, at 1½ per cent. advance. St. Louis County 7 per cents., 1863, have been taken at 89. Railroad Bonds lower, with moderate sales. Erie 2d Mortgage, sales at 85; do. 3d Mortgages, 79½ 78; do. 1871, 1 per cent. lower; New York Central 6s, 1½ lower; Illinois Central Construction Bonds, 2; Michigan Central 1st Mortgages, 1882, 1; Milwaukee and Mississippi 2d Mortgages, ½; Harlem 1st Mortgages, ½; do. 2d Mortgages, 1; New York Central 7s, 1876, sold at 1½ per cent. advance; Illinois Central Freeland Bonds have improved 1½; Michigan Southern Sinking Fund, ½; Reading, 1886, 1½; Hudson River 1st Mortgages, ½; do. 3d Mortgages, ½; Chicago, Burlington and Quincy 8s, ½; Delaware, Lackawanna and Western 1st Mortgages, 1; Erie 4th Mortgages sold at 60; and Galena and Chicago 1st Mortgages at 98½, and 2d Mortgages, at 91 per cent. Railroad Shares—The decline is general, with a reduced movement, except for New York Central, the sales of which exceed 300,000 shares. Erie has declined 1½; Reading, 1½; New York Central 2½; Panama, 3½; Michigan Central, 3½; Michigan Southern, 1½; Michigan Southern Preferred, 1½; Illinois Central, 2½; Cleveland and Toledo, 2½; Rock Island, 3½; Galena and Chicago, 5½; Cleveland, Columbus and Cincinnati, 1½; Chicago, Burlington and Quincy, 1; Milwaukee and Mississippi, ½; La Crosse and Milwaukee, ½; Stonington, 1½; Hudson River, 1½; Pacific Mail, 1½. Money without quotable change, except for call loans, which stand 3½5 per cent., first-class paper, 3½5 per cent.; second-class paper, 6½7 per cent. Exchanges—Rates lower, with a downward tendency. Principal sales on London, 109½109½ Paris, 5.16½5.13½.

Extract from De Coppel & Co.'s Money Circular for the European Steamer of November 3rd.

[TRANSLATED.]

NEW YORK, Monday, Nov. 1st, 1858.

Our Stock market on the 26th ultimo, date of our last circular, exhibited a degree of firmness and activity which afforded every indication of a further advance in prices, but, as usual, after a rapid improvement, an increased supply of Stock was brought on the market, and the consequence has been a moderate reaction, which has effected solid securities, as well as those of a more speculative nature. This decline has, in some quarters, been partly attributed to the shipments of specie to the South, reaching, in the aggregate, about \$2,500,000, and to the influence of the Central American imbroglio. State Stocks—Missouri 6s have declined 1½; Tennessee 6s, ½; Virginia 6s, ½; North Carolina 6s, ½, and California 7s 2 per cent. Sales of Indiana 5s at 92. For the new Government loan 104½ is the closing quotation. City and County Bonds—There has been but a moderate business done in these, but prices are well sustained. We notice sales of Brooklyn 6s, Detroit Water Loan 7s, Cincinnati Water Loan 6s, Peoria 7s, School Fund and Louisville 6s, Railroad

NAMES OF COMPANIES. (The following quotations are at interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$338,000	1st mortgage, convertible	7	1st Jan. 1st July	N. Y.	1872	85	85
Buffalo and State Line	500,000	Do. inconvertible	7	April, October	"	1866	91½	95
Bellefontaine and Indiana	600,000	Do. convertible	7	Jan'y, July	"	1866	85	85
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1868	---	---
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August	"	1869	---	---
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	Divers	"	1861-64	60	70
Do. do.	800,000	2d do. inconvertible	7	March, Sept.	"	1865	60	65
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage inconvertible	7	20 Jan. 20 July	"	1867	84	90
Do. do.	465,000	2d do. do.	7	May, Novemb.	"	1880	70	77½
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1892	7	Jan'y, July	"	1868	---	---
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	7	May, Novemb.	"	1863	94	96
Cleveland, Fairview, and Ashtabula	567,000	Do. inconvertible	7	Feb'y, August	"	1861	55	70
Cleveland and Pittsburgh	800,000	Do. convertible	7	Feb'y, August	"	1860	55	55
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873	77	82½
Cleveland and Toledo	525,000	Do. inconvertible	7	Feb'y, August	"	1863	---	---
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October	"	1862-72	60	60
Do. do.	1,200,000	Do. inconvertible	7	April, October	"	1867	62½	65
Covington and Lexington	400,000	Do. do.	6	April, October	"	1863	40	47½
Do. do.	1,000,000	2d mortgage, convertible	7	March, Sept.	"	1875	80	81½
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	April, October	"	1871	77	78
Florida Freeland	1,500,000	Do. not convertible	7	March, Sept.	"	1873	72½	72½
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1863	98	98½
Galena and Chicago	2,000,000	Do. inconvertible	7	Feb'y, August	"	1875	91	91½
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1868	---	---
Great Western (Illinois)	1,000,000	1st mortgage, do.	10	April, October	"	1863	87½	93
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	16 April, 10 Oct.	"	1873	---	---
Jeffersonville	300,000	Do. 2d sec. inconv.	7	April, October	"	1866	85	85
Indiana Central	800,000	Do. convertible	7	Jan'y, Novemb.	"	1860-61	70	82½
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1866	75	82½
Indianap. & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1867	7	March, Sept.	"	1874	70	77½
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1865	74½	75
Lake Erie, Wabash, and St. Louis	3,400,000	1st mortgage, conv. till 1859	7	Feb'y, August	"	1863	82	85
Little Miami	1,500,000	Do. inconv.	6	2 May, 2 Nov.	Bost.	1869	96½	98
Michigan Central	1,000,000	No mortgage, convertible	8	April, October	"	1869	92	94
Do. do.	600,000	Do. do.	8	March, Sept.	"	1862	70	80
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1867	8	Jan'y, July	N. Y.	1862	70	77½
Do. do.	650,000	Do. 2d do. 1868	8	April, October	"	1863	75	78
Do. do.	1,250,000	Do. 3d do. 1860	8	June, Decemb.	"	1877	---	---
New Albany and Salem	500,000	Do. 1st section	10	April, October	"	1868-62	---	---
Do. do.	2,325,000	Do. oth. sec. con. till 1868	10	May, Novemb.	"	1864-76	---	---
Northern Cross	1,200,000	1st mortgage, convertible	8	Jan'y, July	"	1873	---	---
Ohio and Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1867	85	85
Ohio and Pennsylvania	1,750,000	Do. do.	7	Jan'y, July	"	1866-68	---	---
Do. do.	2,000,000	Income, convertible	7	April, October	"	1872	---	---
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1860	100	101
Racine and Mississippi	680,000	Do. do. sink'g f'd	8	Feb'y, August	N. Y.	1875	---	---
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	May, Novemb.	"	1861	---	---
Steubenville and Indiana	1,500,000	Do. convertible	7	Jan'y, July	"	1866	---	---
Terre Haute and Indianapolis	600,000	Do. do.	7	March, Sept.	"	1866	---	---
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August	"	1862-77	65	70

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	85	86
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7	10 Jan. 10 July	N. Y.	1870	95	97
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	95½	96
Do. do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1869	85	85½
Do. do.	4,000,000	3d mortgage	7	March, Sept.	"	1868	76½	79
Do. do.	6,000,000	4th mortgage not convertible	7	April, October	"	1880	58	66
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August	"	1875	36½	37
Do. do.	4,351,000	Convertible Inscription	7	Feb'y, August	"	1871	36	37½
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	33	37½
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August	"	1869-70	102½	103
Do. do.	2,000,000	2d do. do.	7	16 June, 16 Dec.	"	1860	92	93
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	73	75
Illinois Central	17,000,000	Mortgage, inconvertible	7	April, October	"	1875	95½	96
Do. (Free Land)	3,000,000	M'ge 345,000 acrs. priv. 7 shar's	7	March, Sept.	"	1860	90	93
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	May, Novemb.	"	1861-72	87	88½
New York and Harlem	1,800,000	Do. do.	7	June, Decemb.	"	1865-66	93	95
New York and New Haven	750,000	No mortgage, do.	6	Jan'y, July	"	1873	90	94
New Haven and Hartford	1,000,000	1st mortgage, do.	6	Jan'y, July	"	1861	85	87½
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1868	77	78
Do. Goshen Branch	1,500,000	Do. do.	7	Feb'y, August	"	1863	90½	92
New York Central	8,287,000	No mortgage, do.	6	May, Novemb.	"	1864	104½	105½
Do. do.	3,000,000	No m'ge conv. from June 57-59	7	15 June, 15 Dec.	"	1866	115	---
Panama, 1st issue	900,000	Convertible till 1858	7	Jan'y, July	"	1866	90	91
Do. 2d do.	1,478,000	Do. till 1858	7	Jan'y, July	"	1866	---	---
Reading	1,573,000	Mortgage, inconvertible	6	Jan'y, July	Phila.	1860	83	84
Do. do.	1,300,000	Do. convertible	6	Jan'y, July	"	1870	73½	73½
Do. do.	3,469,000	Do. inconvertible	6	April, October	"	1886	---	---

CITY SECURITIES.	Int't payable.	Off'd.	Asked.	CITY SECURITIES.	Int't payable.	Off'd.	Asked.
New York, 5 per ct. 1858-60	97½	99	---	Milwaukee, 7 per ct. coup.	X	Divers	50 70
Do. 5 do. 1870-75	94	98	---	New Orleans, 6 per ct. cp. R.R.	X	Do.	72½ 77½
Do. 5 do. 1883	102½	103½	---	N. Orleans, 6 per ct. cp. municip.	X	Jan'y, July	85 90
Do. 5 do. 1890-98	92	95	---	Philadelphia, 6 per ct. 1876-98	X	Jan'y, July	102½ 102½
Albany, 6 per ct. coup. 1871-81	98	100	---	Pittsburgh, 6 per ct. coup.	X	Divers	50 60
Albany, 6 per ct. coup.	95	100	---	Quincy, 8 per ct. coup.	X	Jan'y, July	60 65
Baltimore, 6 per ct. 1870-90	90	100	---	Racine, 7 per ct. coup.	X	10 Feb'y, Aug.	80 80
Boston, 5 per ct. coup.	X	100	---	Rochester, 6 per cent. coup.	X	Divers	90 97½
Brooklyn, 6 per ct. coup. Long	X	101½	---	St. Louis, 6 per ct. coup. Long	X	Do.	82 85
Cler'Pd, 7 per ct. cp. W. W. 1879	X	100	---	Do. do. Municipal	X	Do.	86½ 87½
Cincinnati, 6 per ct. coup.	X	95	---	Sacramento, 10 p. ct. cp. 1862-74	X	Do.	35 40
Chicago, 6 per ct. coup. 1873-77	X	85	---	S. Francisco, 7 p. ct. cp. 1866, pay. N. Y.	X	May, Novemb.	60 70
Do. 7 p. ct. coup. 1880	X	98	---	Do. 10 p. ct. cp. 1871	X	Do.	85 88
Detroit, 7 per ct. cp. W. W. 1873-78	X	100	---	Do. 10 do. pay. N. Y.	X	Jan'y, July	54 60
Jersey City, 8 per ct. cp. Long	X	100	---	Do. 6 per ct. pay. N. Y. 1875	X	Do.	60 60
Louisville, 6 per ct. cp. W. W. 1877	X	99	---	Wheeling, 6 per ct. coup.	X	Divers	50 50
Louisville, 6 per ct. cp. 1880-83	X	99	---	Do. 6 p. ct. cp. Mun. 1874	X	March, Sept.	81½ 81½
Memphis, 6 per ct. coup. 1882	X	64	---	X	April, October	---	---

issues. Some St. Louis 7 per cent. County bonds have changed hands at a slight advance. Railroad Bonds—Market active, prices irregular, but generally firm. Illinois Central Construction 7s have declined $1\frac{1}{2}$; Erie 8d mortgage $1\frac{1}{2}$; New York Central 6s $\frac{1}{2}$, do. 7s $1\frac{1}{2}$, and Harlem 1st mortgage 1 per cent. Erie 2d Mtge. have advanced $\frac{1}{2}$; Erie Convertible, $1\frac{1}{2}$; Hudson River 1st Mortgage, $\frac{1}{2}$ per cent. Sales of Delaware, Lackawanna and Western First Mortgage, at 99; Milwaukee and Mississippi Second Mortgage 10s, at 74; Detroit and Milwaukee 7s, at 65; and of Peoria and Oquawka Eastern Extension 8s, at 75 $\frac{1}{2}$ to 76. Railroad Shares—The market has been active, but at a general decline in prices. New York Central have fallen $2\frac{1}{2}$; Erie $1\frac{1}{2}$; Galena and Chicago, $4\frac{1}{2}$; Chicago and Rock Island, $8\frac{1}{2}$; Reading, $1\frac{1}{2}$; Panama, $8\frac{1}{2}$; Illinois Central, $2\frac{1}{2}$; Michigan Central, $4\frac{1}{2}$; Michigan Southern, $1\frac{1}{2}$; do. guaranteed Stock, $1\frac{1}{2}$; Cleveland and Toledo, $2\frac{1}{2}$; and Milwaukee and Mississippi, $\frac{1}{2}$ per cent. Sales of Cleveland, Columbus and Cincinnati, at 95, a fall of $1\frac{1}{2}$ per cent.; of New Jersey Railroad and Transportation Company, at 128, and of Little Miami shares at 81. Harlem Preferred rose to 29, and receded to 27. In the Money Market, we have no change to notice. Exchange on Europe—The market is well supplied with bills, and the demand being but moderate, rates are easier. The principal sales of Sterling have been at $109\frac{1}{2}$ to $109\frac{3}{4}$, and of Francs at 5.15 to 5.18 $\frac{1}{2}$.

American Railroad Journal.

Saturday, November 6, 1858.

Minnesota and Pacific Railroad.

The progress of works of internal intercommunication in the United States has all the grandeur of an epic. They are among the best illustrations of the character and genius of our people. There is no nation so purely pacific, as is proved by the fact, that never one existed so entirely intent upon the promotion of all the arts that can secure comfort and happiness of the race. No nation ever had such a theme, as a continent to be reclaimed and filled by a people in possession of institutions calculated to develop, in the highest degree, all our faculties, and of whatever science and art have wrought. The absence of external restraint enabled our people to adapt their schemes to the objects to be accomplished.

The first necessity on a continent without accumulations of people sufficiently large to consume the products of the soil on the spot where they are grown, are *highways*, by which they can be sent to foreign countries. Consequently, no sooner is a Territory or State organized, than a system of public works is devised, as an outlet to the products of its soil, which, without them, would be valueless. The opening of the Erie Canal, consequently, marked an important era in the history of the country. Another era was marked by the construction of the first line of railroad extending from tide water to the great interior basin of the country.

These works have progressed to such an extent that nearly all the occupied portions of our territory are covered with them. The work of their construction was regarded as well nigh accomplished. But no sooner is this stage reached in our progress, than a new field opens. Our continent is divided in several grand subdivisions, which may be termed hydrographical basins. Of these, the basin of the St. Lawrence and the great Lakes is one. Another is the great Mississippi basin. On going north we fall into another, second only in

magnitude to that of the Mississippi: the basin of which Lake Winnipeg is the centre. The characteristics of this subdivision of the continent are the extent and gentle inclinations of the surfaces of its great plains; its great lakes or inland seas; and the great length of its navigable rivers. In soil and climate it will compare favorably with the Eastern States and Canadas, and with many of the most thickly settled and best portions of Europe. At present, it is without any but a meagre population of aborigines. It has an area of many hundred thousand square miles, destined to be filled with a teeming population, at once hardy, industrious and prosperous.

One of the most remarkable features of this basin are the natural facilities for commerce which exist. It is traversed by some of the finest rivers for steamboat navigation on the continent. One of these rivers interlocks with the Mississippi, requiring an artificial highway of only trifling length to unite the two. From the navigable waters of the Mississippi, at the Falls of St. Anthony, to the navigable waters of the Red River of the north, is less than 200 miles, over a level prairie. From the head of navigation of this river to Lake Winnipeg, the distance is about 450 miles. Lake Winnipeg extends north and south nearly 400 miles. It has navigable affluents of immense length, so that when they are united with the Mississippi, and the railroad system of the United States, a new world almost will be opened which is to repeat on a grand scale, all that has been enacted on that part of the continent now occupied by the Anglo-Saxon race.

The work which is to unite the *new* portion of the continent with what may be termed the *old*, is now in progress under the title of the Minnesota and Northern Pacific Railroad. The route of this road, commencing at St. Paul and extending up the valley of the Mississippi to the mouth of Crow Wing River, a distance of 128 miles, strikes off north-westerly into the valley of Red River. Toward this work the State has already contributed \$1,250,000. Of the whole line, 80 miles are under contract, 60 of which will be completed within the coming year. The company are the recipients of a land grant of 3,400,000 acres. For a general description of the plans and position of the company we refer to a statement recently put forth by it, to be found on another page of the JOURNAL. It is the intention of this company to push forward with all vigor till the Red River is reached. With adequate means this can easily be done in three years from the present time.

The completion of this road will, as did the opening of the Erie Canal, constitute an era in the history of the country. It will render accessible to the pioneer an area of some 400,000 square miles, and will, at the same time, secure to him, at reasonable cost for transportation, markets for his produce. There can be no doubt it would immediately turn a large tide of emigration upon the Red River of the North, and upon Lake Winnipeg and its tributaries. This emigration would create an ample traffic for the road. But such a traffic exists already. It only wants the proper work of accommodation. There is already an immense trade between St. Paul and the lumbering districts of the Upper Mississippi. Hereafter, we understand, the fur trade of the Hudson Bay Company is to be carried on through the Red River, by

way of St. Paul. There is already a large settlement in this river, known as the Selkirk settlement, for which the road will constitute the sole channel for its commerce. In addition to these sources of business, the route will receive the immense tide of emigration which, in another season, will set on towards Fraser River, should the report of gold discoveries in that quarter be fully confirmed. For the accommodation of this travel, as well as as for the trade and travel of Red River, a steamboat is now in progress of construction, to be completed and put in operation the coming spring. This river is certainly one of the finest in the world for steamboat navigation, and with the construction of a railroad to it, will soon become the seat of a dense population.

Another importance attached to this road by its projectors, is the relation it will sustain to the proposed railroad across the continent. It will certainly be a great vantage ground to this road, to open up the country to settlement, and turn over it the emigration to the Pacific coast. It is this which will secure to it warm support in England, where unusual attention is being turned to the British North American possessions. There are two reasons why this should be so. Englishmen desire, and believe it possible to carry a line of settlements directly across the continent, from ocean to ocean, in the same way that the United States are now doing. Such a step is necessary to carry out their ideas of a confederation of all the British territory in North America under one government, chiefly with a view of checking the growth, and circumscribing the area of the United States, whose progress they look upon with awe and dread, and with a determination to check it, if possible. But these views give our people no concern. Lake Superior opposes an effectual bar to any continuous line of population or railroad from ocean to ocean. Were it not so, a more direct and palpable motive would lead the English public to favor a route to the Pacific partly through American territory. There are now expended upon the Trunk Line and Great Western, of Canada, some \$70,000,000. These routes are prolonged through the State of Michigan mainly by English capital. From Milwaukee a railroad is already in progress to La Crosse, a distance of some 200 miles. From La Crosse it will not be long before a railroad will be constructed on the west side of the Mississippi, to St. Paul. These roads combined, will form a grand line of more than 1,600 miles from east to west, extending more than half the way across the continent. They will become the route for the emigrant, as well as for a large amount of other kind of travel, as soon as the Red River of the North is reached. Were a railroad constructed around the north shore of Lake Superior, provided it were practicable, it would, by diverging at Montreal, avoid the Grand Trunk and Great Western altogether. Present advantages and necessities will very likely outweigh all considerations of an abstract or ideal character, the accomplishment of which is impracticable. The opening of the Minnesota and Pacific Railroad will prove of direct and immediate advantage to the great railroads of Canada. It is certainly worthy their careful attention. We believe they will see it for their interest that a work of so much importance to them, and which can be so speedily completed, and at a small cost, should not flag for want of means.

Florida Railroad.

The grading of this road, says the *Fernandina News*, was finished on the 20th Oct., and the whole route is in readiness for the trails, except the tressel work at Cedar Keys, which is rapidly progressing to completion. The track laying will soon be resumed at Cedar Keys and the point at which the iron has already been laid; and the speedy completion of the road may be confidently anticipated.

Virginia and Kentucky Railroad.

We find in the *Washington National Intelligencer*, an advertisement of Messrs. W. G. Hawkins & Co., of Abingdon, Va., inviting proposals until the 16th inst., for the graduation and masonry of the first fifty miles of the above road, extending from the Virginia and Tennessee Railroad west toward Cumberland Gap. Plans, etc., are now ready, and can be seen at the office of the Chief Engineer, at Abingdon, who will give all necessary explanations thereto. The line is divided into one mile sections. Amount of earth to be removed, 952,000 yards; of loose and hard rock, 513,000 do.; of mortar masonry, 29,000 perches; of dry drains, 28,000 do.

New York Canals.

The receipts at tide water of Flour, Wheat, Corn and Barley, from the opening of navigation to November 1, for the years 1857 and 1858, have been—

	Flour, bls.	Wheat, bu.	Corn, bu.	Barley, bu.
1857..	599,628	3,436,585	5,234,695	913,764
1858..	1,558,777	7,285,257	6,033,797	2,420,052

Inc. 959,149 3,848,672 799,102 1,506,288

Reducing the wheat to flour, the excess in the receipts of 1858 over 1857, is equal to 1,728,883 barrels.

The receipts at tide water of the principle articles of produce, from the opening of the canals to and including the 31st ult., have been as follows:

	1856.	1856.	1858.
Canal open.....	May 4.	May 6.	April 28.
Flour, bbls.....	825,613	599,628	1,558,777
Wheat, bush.....	8,785,317	3,436,585	7,285,257
Corn ".....	9,390,884	5,238,695	6,033,797
Barley ".....	1,379,239	913,764	2,420,052
Rye ".....	1,436,002	140,346	460,884
Oats ".....	4,587,530	2,115,435	3,864,270
Pork, bbls.....	89,092	11,133	32,687
Beef, ".....	40,817	3,842	10,956
Cheese, lbs.....	3,007,700	964,000	3,175,300
Butter, ".....	1,198,300	467,100	1,189,500
Lard ".....	7,034,100	584,700	3,645,000
Bacon ".....	7,705,800	1,962,300	3,091,500
Wool ".....	2,289,700	1,615,200	2,709,000

Cars for the Northern Central Railway.

The *York, Pa., Gazette* states that Messrs. Billmeyer & Small, of that borough, have obtained a contract from the Northern Central Railway Company for building one hundred large eight wheel coal cars, which, in addition to the large number now owned by them, the Company are obliged to procure to convey the immense quantity of coal which passes over their road. The amount of the contract will be nearly \$50,000, and the building of the cars will give employment to a large number of hands during the greater part of the coming winter.

Charleston and Savannah Railroad.

The *Charleston Courier* says: There is now every assurance that this road will be opened for passengers as far as the Edisto river—a distance of thirty miles—on or before the 10th November, and that arrangements are contemplated for a connection at the temporary terminus by a line of stages, which will take passengers to Grahamville, or perhaps to Savannah.

Illinois Central Railroad.

The managers of this road advertise their readiness to pay on presentation all the over-due indebtedness of that company, about \$750,000. Since the assignment the company have paid over \$5,000,000 of interest and floating debt. The money to do this has been raised from a 20 per cent. instalment on 175,000 shares, from the unpaid balance of a previous instalment, from the realization of assets, and from the business of the road and land sales. The called instalment has been paid upon all but about 5,000 shares, and these are delinquent only through the neglect of the holders. The stock is now distributed among 800 holders, who have paid up upon it over \$10,000,000. The road has cost in round numbers \$30,000,000. It holds \$15,000,000 of notes taken for land sales, and about \$1,000,000 canceled bonds, and has still 1,300,000 acres land unsold, which are estimated to be worth \$16,000,000 or \$17,000,000 more.

New Orleans and Jackson Railroad.

The following is a statement of the earnings of this road for three months ending Sept. 30th, compared with those of the corresponding months of 1857:—

	July.	August.	Sept.
Passengers	\$8,185	\$7,465	\$7,462
Freight	12,886	11,281	16,558
Mails	766	766	766
	\$26,837	\$19,512	\$24,786
		1858.	
Passengers	\$18,446	\$13,124	\$10,045
Freight	15,158	13,330	32,508
Mails	3,466	3,466	3,469
	\$37,070	\$29,920	\$46,029
		29,920	37,070
		\$113,019	
Earnings for 1857			66,145
Increase of 1858 over 1857			\$46,884

Concord and Portsmouth Railroad.

The following is a statement of the operations of this road from September 2, 1857, (the day after its purchase from the trustees,) to September 13, 1858, (at which date another change was made in the management of the road, in pursuance of a contract with the Concord Railroad Company.)

During that time the receipts from passengers, freight, mails, etc., were... \$58,488 29
And the operating expenses were.... 39,125 90

Leaving a balance of.... \$19,362 39

The Directors are: T. Minot, C. L. Woodbury, H. D. Walker, A. H. Hill, and S. P. Dow.

Louisville and Nashville Railroad.

The following is a comparative statement of receipts for 1856, 1857, and 1858:—

	1856.	1857.	1858.
January .....	.....	\$4,575 00	\$3,135 10
February	\$510 00	3,225 00	8,885 69
March	900 00	5,500 00	14,590 69
April	1,400 00	4,200 00	17,104 36
May	1,500 00	5,264 00	16,655 65
June	1,650 00	5,000 00	14,109 52
July	2,024 00	6,068 00	16,974 35
August	3,000 00	10,014 00	17,796 15
September	5,076 00	13,483 00	22,594 95
October	4,700 00	9,432 27	.....
November	5,750 00	9,110 20	.....
December	5,700 00	17,563 15	.....

The receipts of the main stem during the past year, were \$109,900 49, and of the Lebanon branch \$49,623 39.

The Government now pays \$920 monthly for mail service.

The number of through passengers carried during the year ending September 30th, were 13,755; way, 59,764.

London Correspondence.

26, THROGMORTON STREET,
LONDON, October 15th, 1858.

To the Editor of the AM. RAILROAD JOURNAL.

SIR:—Much to the disappointment of a large number of persons in this city, and to all who are looking forward for a renewed prosperity in trade, the directors of the Bank of England have thought fit to retain the present rate of interest as the minimum rate at which they will discount the highest class of paper. Whether this delay, on their part, to admit a lower rate as the standard value of money is judicious or otherwise, time will show. Opinion is somewhat divided upon the question. By a high authority it is thought that the value of money like other commodities should be regulated altogether by supply and demand; and that whatever the state of commerce generally, money should be employed at just such a rate as can be obtained for it: that there should not be any power to withhold the supply; and that so long as it lasts, the best price should be got for it. Thus when, as at present, there is an accumulation of specie to the extent of £18,850,210, and unemployed notes amounting to £12,502,350; the Bank should employ those unproductive notes upon the best terms they can obtain, and if they cannot employ them at 3 per cent., then offer them at lower and lower rates until the minimum reserve is arrived at; meeting any demand upon that reserve by an increased charge for its use until the rate demanded exceeded the borrower's ability to pay. The effect would be that in times like the present the rate of interest would be below that now charged; for when the last drop from 2½ to 2 per cent. was made, the unemployed notes amounted to £11,500,305, and the rate was not advanced until upon a sudden change from £12,127,350 to under £10,000,000. So with the advance in the rate. In October, last year, the rate of interest advanced on a decrease of £600,000, from 6 to 7 per cent.; and from 7 to 8 per cent., upon a decrease of £800,000; and from 8 to 9, upon a similar decrease. Up to this latter point, the authority referred to, approved the course of the Bank, as he has done in all intermediate stages of its action, but he questions the correctness of the policy of the Directors for not advancing the rate beyond 10 per cent., when the decrease in the reserve of notes was from £2,155,315 to £957,710, on the 11th November. He would have had the Bank advance in proportion to the decrease, and now that the accumulation is in excess of what it was when the rate of discount was two per cent, he blames the Bank for maintaining its present charge. There are others who approve the course adopted and think so important an establishment should use its influence to discourage speculation and uphold credit. But as the course of events follows one general law, the operations, even of the Bank of England cannot stay, it can only retard, them. We must have cheap money, if we

remain at peace, and speculation and higher prices will follow as a natural consequence. As the most influential journalist in America in all railway matters, pray lend your aid to put a stop to the importation into this country of such abortive schemes as have disgusted the English capitalists, and created so great a prejudice against American railway undertakings generally. English capital will become abundant,—and especially as your JOURNAL is obtaining a large circulation in this country, if you will only point out such undertakings as do credit to American enterprise, we shall be very glad to support them. We do not want to have anything to do with roads to be built with three-fourths of English capital. What is wanted is good security, and money can be had at a moderate rate.

Business in American securities continues very limited, from want of confidence, notwithstanding the report that the through western lines have settled their difficulties. New York & Erie shares are quoted 2 per cent. lower, although New York Central remain the same, sale being this day effected at 76. Illinois Central shares are marked ex-dividend scrip. Relative to the latter, a circular has been issued by the agents in London, referring to the meeting of shareholders in London, which recommended "the Directors to consider the precise period and mode in which the the payment for lands should be used for the benefit of the shareholders," and the Directors to issue a scrip certificate entitled to the payment of the same rates of cash dividends—that is an excuse for increasing capital. Excluding this benefit the shares are quoted 25a23 discount, or two per cent. lower. Illinois Central Free Lands are one per cent. higher. Michigan Central 8s, 1869, one per cent. lower. Sinking Fund Bonds, two per cent. lower. Michigan Southern Sinking Fund Bonds have advanced one per cent. New York Central 7s are one per cent. lower, and New York and Erie 8rd Mortgage 2 per cent. less; and in other railway bonds and shares quotations are as before.

Your Obedt Serv't,

WILLIAM LANCE.

New York and Harlem Railroad.

The following is a statement of the business of the road for the past year:—

Receipts for six months ending March 31, 1857.....\$524,686 50
Receipts for six months ending September 30, 1857..... 502,885 91

Total expenses for the year 1857....\$1,027,572 41
867,520 61

Applicable to interest.....\$160,051 80
Receipts for six months ending March 31, 1858.....\$469,071 34
Receipts for six months ending September 30, 1858..... 506,782 52

Total expenses for the year 1858\$975,853 86
617,285 13

Applicable to interest.....\$358,568 73
Receipts in 1857.....\$1,027,572 41
Do. 1858..... 975,853 86

Decrease.....\$51,718 55
Expenses in 1857.....\$867,520 61
Do. 1858..... 617,285 13

Decrease.....250,235 48
Increase in net receipts....\$198,516 93

Railroad Earnings.

The following is a statement of the business on the Southwestern (Ga.) railroad from August 1, to October 15, 1858, compared with that of the corresponding period of 1857:—

	1857.	1858.
Road Bales	Road Bales	Road Bales
Earn'gs. Cotton.	Earn'gs. Cotton.	Earn'gs. Cotton.
August...\$20,652 28 603	\$26,238 06 1,281	
Sept..... 30,129 76 2,834	50,033 14 17,634	
Oct., 15 d's 17,427 94 3,982	31,070 05 20,059	
	\$68,509 98 7,419	\$107,341 25 38,911
		68,509 98 7,419

Increase....\$38,831 27 31,492

—Showing an increase of 56 per cent. in the gross earnings of the road, and 424 per cent. on the number of bales of cotton transported.

Illinois Central Railroad—Locomotive Performances for September, 1858.

We give below a summary of the monthly statement showing the performance of locomotives on the Illinois Central Railroad for the month ending September 30, 1858. The length of road is as follows:—Chicago Branch, 252 miles; South Division, 230 miles; North Division, 224 miles: total, 706 miles. Whole number of engines, 113. Number of miles run by passenger trains, 82,291; do. freight trains, 81,407; do. construction trains, 19,779; do. wood trains, 3,092: total, 186,569. Pounds waste used, 2,364½; pounds tallow, 59½; gallons oil, 1,527¾; cords wood, 3,403½; tons coal, 902.84. The wages of engineers and firemen amounted to \$7,142.72. Cost of repairs, \$6,839.53. Value of waste, tallow and oil, \$1,549.35. Value of wood and coal, \$15,419 68. Cleaning engines, \$1,113.53;—making the total cost, \$32,064.31.

The following will show the various items distributed among the three Divisions of the road:—

	Passenger Trains.	Freight Trains.	Construct'n Trains.	Wood Trns.	Total.
Chic. Br.	29,793	45,137	5,009	2,802	82,741
South Div.	25,879	19,200	4,095	....	49,174
North Div.	26,619	17,070	10,675	290	54,654

	Lbs. Waste.	Lbs. Tallow.	Gallons Oil.	C'ds Wood.	Tons Coal.	Wages Enginemen & Firemen.
Chic.Br.	1,166	616	1,348½	501.34	3,195.97	
South D.	562	474½	1,014½	....	1,861.25	
North D.	636½	59½	437½	1,040½	401.50	2,085.50

	Repairs.	Value Waste, etc.	Value Wood and Coal.	Cleaning Engines.	Total Cost.
Chic.B.	3,068.93	645.70	6,396.68	528.35	13,835.63
S'th D.	1,464.60	460.40	4,057.00	239.33	8,082.58
N'th D.	2,305.50	443.25	4,966.00	345.85	10,146.10

GENERAL AVERAGE PER MILE RUN.

	Cost Oil.	Cost Wood & Coal.	Wages, etc.	Repairs.	Cleaning Engines.	Total.
Chicago Br.	.82	8.26	3.82	3.66	.59	17.13
South Division	.78	7.73	3.86	3.70	.83	16.70
North Division	.81	8.25	3.78	2.98	.49	16.43
		9.15	3.81	4.18	.63	18.57

The oil includes that used in head lights and in lamps of engineers.—Wood is rated at \$4.00 per cord; coal, \$2.00 per ton, loaded on tenders.

Re-building, superintending, teaming, and all other expenditures appertaining to repairs, are included in cost of running locomotives.

Central Railroad of New Jersey.

The following is a statement of receipts and expenses for the six months ending October 1st, compared with the corresponding six months of 1857; a similar comparison of the coal tonnage; and a condensed statement of the Company's position on the 1st October.

	Passen- gers.	Merchan- dise.	Coal.	Mails, etc.
1858—April ..	\$14,321	\$27,960	\$27,853	\$774
May ..	13,478	22,452	36,326	728
June ..	14,556	21,767	34,996	2,509
July ..	19,365	17,547	39,549	825
August, 20,099	22,057	35,155	534	
Sept. ..	17,320	21,402	31,405	2,502
Total ..	\$99,134	\$133,185	\$205,283	\$7,870
1857—Same months,	104,693	133,171	123,373	8,895

Increase.....\$14 \$81,910
Decrease.....\$5,559.....\$1,025

	Total, 1858.	Total, 1857.	Increase.
1858—April ..	\$70,908	\$63,050	\$7,858
May ..	72,978	53,860	19,118
June ..	73,827	65,854	7,973
July ..	77,286	59,503	17,782
August ..	77,845	62,645	15,200
September ..	72,629	65,221	7,408

Total\$445,473 \$370,132 \$75,341
1857—Same mos., 370,132

Increase.....\$75,341

Receipts for 6 months,\$445,473 \$370,132 \$75,341, or 20 p.ct.
Expens. do. 176,021 178,846 *2,824, or 2 p.ct.

Net earn'gs for 6 m's,\$269,452 \$191,287 \$78,165, or 41 p.ct.
* Decrease in expenses.

	1858.	1857.	Increase.
Tons.	Tons.	Tons.	
Lackawanna coal tonnage for 6 months..	241,286	132,616	108,670, or 81 p.ct.
Lehigh do..	65,712	45,384	20,328, or 45 "
Total...	306,998	178,000	128,998, or 72 p.ct.

Condensed Balance Sheet, October 1, 1858.

Railroad, 63 miles, (48 being double track	\$4,481,450 29
Land and work at Elizabethport ..	133,111 98
Station houses, shops, etc.....	131,800 00
Engines and cars	429,200 00
Ferry interest and boats	256,250 00
Property accounts.....	144,270 02
Stock of Company	11,550 00
Cash balances, etc.....	\$54,015 96
Less accounts payable... 24,358 20	
	29,657 76

Capital stock	\$2,000,000 00
Bonds, 1st mortgage	1,500,000 00
Do. 2nd do.	1,500,000 00
Bills payable and Income Bonds...	492,306 81
Net earnings.....	\$269,451 54
Less int't...\$139,020 18	
Less boats... 5,448 12	
	144,468 30
	124,983 24

\$5,617,290 05

The receipts show a handsome increase, during a period of general depression resulting from the crisis of last year. The principal increase has been in coal, the tonnage of both Lackawanna and Lehigh having largely augmented. The expenses have been diminished, though the mileage has been much larger and all the expenses of gravel trains, laying sidings, etc., have been included. The track is now thoroughly ballasted, and the roadway, equipment and boats are in good order. The additions to permanent accounts amount to \$5,809 42. After paying expenses, interest, etc., the net earnings for the six months are \$124,983 24, equal to six per cent. on the \$2,000,000 capital.

With the net earnings, the Company have paid the above \$5,809 42, have purchased \$125,000 of Income Bonds, at a trifling advance on the price at which they were issued, and paid \$19,353 14 of other debt. Total reduction of indebtedness, \$144,353 14, showing on the books as \$112,103 14, the Incomes being included at the price at which they were issued and the extra cost charged to interest account and included above. The balance of the net earnings, \$6,070 68, is represented by cash on hand, or accounts payable. Since the 1st October, \$75,000 more of the Incomes have been purchased, leaving \$300,000 outstanding.

Great Western (Ca.) Railway.

The following is a synopsis of the annual report of this Company, which has just been issued: it gives a good idea of the present condition of the corporation:

The total amount received on Capital Account to 31st of July, 1853, was as follows:

Share capital, \$14,054,908 25; perpetual five per cent. debenture stock, \$58,448 64; convertible bonds, \$330,000; non-convertible bonds, \$4,793,960 01; government loan, (balance,) \$2,798,440 73. Total, \$22,535,757 66.

The total expenditure to the same date was:

On Account of the Great Western proper—comprising the Main Line, the Galt Branch, and the Hamilton and Toronto Line, in all, 270 miles, \$19,913,246 23; on the Sarnia Branch (5 miles) not yet completed, \$1,378,050 86; on the Galt and Guelph line, (15 miles,) \$362,014 84; Detroit and Milwaukee Railway Company in part of loan voted at the general meeting of the proprietors of the Great Western Railway, held in England 8th of October, and Canada 2d November, 1857. \$704,940 24. Gross total, \$22,858,262 16.

The arrangement concluded with the Government of Canada, was carried out by the payment, on the 1st July last, of \$957,114 44. This leaves the amount \$2,798,330 72 to be paid off in three equal half-yearly instalments.

With reference to the dividend which it is now proposed to pay, the Directors have to explain, that since the date of the last report, the claims paid on account of the Desjardins accident amount to \$38,727 23. This sum the Directors have deferred bringing to the debit of the revenue of the present half year, believing that the coming half year will be better able to bear the charge. In this case the net revenue will allow a dividend to be declared at the rate of 5 per cent. per annum for the half year, carrying over a surplus of \$17,928 45.

The traffic during the last half year, compared with the corresponding six months of 1857, exhibits a decrease of \$256,852 25, equal to 19.89 per cent.

The average weekly earnings have amounted to \$39,691 71, which is equal to \$142 26 per mile per week.

The main line has earned \$157 54 per mile per week. Toronto line, \$83 25. Galt Branch, \$37 49; and the Guelph Extension, \$20 64.

The actual working expenses, exclusive of renewals, have been \$567,606 94 against \$690,665 56 for the corresponding period of 1857, being a reduction of \$123,058 62, or 17.81 per cent.

The miles run by trains have been 534,890, or a reduction of 63,560 miles as against 1857; and notwithstanding this diminution in the number of miles run, the cost per train per mile has been reduced.

The maintenance of the permanent way has cost during the last half year, \$78,777 74, which is a reduction of \$32,731 43, or \$117 per mile.

The charge by the Locomotive Department amounts to \$216,388 27, or a reduction of \$38,885 25. The cost per traffic engine mile has also been reduced from \$0.335 to \$0.312.

The charge by the Car Department has amounted to \$35,950 26, being less by \$8,617 07 than that for the corresponding period of 1857. The charge per mile per train is \$0.067 as against \$0.074.

In all the other departments important reductions of expenditure have also been made, so that although the mileage of trains has been diminished by 63,560 miles, or upwards of 10 per cent., the cost per mile per train has been reduced from \$1.16 to \$1.08.

The expenditure on account of the Galt and Guelph Railway Company now amounts to \$362,014 83; that account having been relieved during the last six months by the realization at par of \$80,000 of the securities held by the Great Western Company, the balance being secured by a first mortgage on the line and works. The working of that line during the last six months has resulted in a loss of \$3,903 61, but the main line has received from this branch traffic worth more than equivalent to the loss now stated.

The advance of \$750,000, or £150,000 sterling, authorized by the proprietors in October, 1857, to secure the opening of the Detroit and Milwaukee Railway, has not been quite expended, but the entire line was opened through to Lake Michigan, on the 16th of September, 1858. Considerable progress has been made towards relieving that Company from its financial difficulties. The local traffic, although falling short of our anticipations, owing to the great depression of business, promises well. No through traffic of importance has yet been carried, but now that the line is opened throughout, your Directors believe that it will soon secure a remunerative and increasing traffic, which will materially benefit the receipts of the Great Western Railway.

Mississippi and Tennessee Railroad.

The following gentlemen were on Friday (Oct. 22nd) elected Directors of this Company for the ensuing year: F. M. White, J. C. N. Robertson, S. N. McKay, W. B. Dickens, James Elder, N. Howard, R. S. Rayburn, Ed. F. McGehee, N. R. Sledge. Dr. Dockery, a member of the old Board, declined a re-election, as also the President, Col. F. M. White. The latter, however, yielded to the solicitation of the stockholders. Mr. S. R. Garner, a member of the old Board, is dead. The new members are Messrs. McGehee and N. R. Sledge, of Panola, and R. S. Rayburn, of Yalobusha.

At a meeting of Directors held last evening, Col. F. W. White was re-elected President, and C. F. Vance, Esq., was unanimously re-elected Secretary and Treasurer, and Colonel Newell Superintendent, with but one dissenting voice. In the latter case the result is the more satisfactory, that it was arrived at after a complete and thorough investigation into the grounds of complaint alleged in the stockholders' meeting. In the action of the Board of Directors we cordially concur. Col. Newell is a thoroughly competent and systematic officer, a rigid disciplinarian, and a faithful agent. It is these qualities, more than suavity of manner, that the Company need in the position he occupies; and we confidently predict that those who have been most dissatisfied will, after a further experience of the rigid system of administration that he has inaugurated, be among his firmest supporters.—*Memphis Bulletin.*

Journal of Railroad Law.

SUIT FOR NEGLIGENCE.—CATTLE GUARDS.—REPAIRS.

Poler agt. the New York Central R. R. Co.

This interesting case was tried last winter in the Court of Appeals, but has been but very recently reported. The action was first brought in the Supreme Court, and was tried at the Orleans Circuit, before Mr. Justice Bowen and a jury. The complaint was for negligence of the defendant, in not maintaining proper gates in the fences along the line of its road through the plaintiff's farm, and in not making cattle guards at the farm crossings, whereby the plaintiff's horses strayed upon the track and were killed.

The plaintiff proved that the defendant, on July 6, 1853, succeeded to the property rights and obligations of the Rochester, Lockport and Niagara Falls Railroad Company, and after that day run its cars upon the road which the latter had constructed. The plaintiff's grantor of the farm occupied by him at the time of the accident, in 1851, conveyed to the last named corporation a strip of land through the farm for its track. A part of the consideration was stated in the deed to be that the company should "construct and maintain two crossings for teams over said railroad, one of which was to be provided with a cattle guard," and should also "construct a good and sufficient fence on each side" of the strip granted and maintain the same. The track running through the farm from east to west. There were two crossings: one near the east part of the farm where the plaintiff's pasture lands were, and which was shown to be most used; the other further west. There were no cattle guards; at the time of the accident, at either of the crossings. There were two gates at the east crossing, one on each side of the road, and the crossing was fenced on each side up to the track. The defendant's counsel objected to proof offered of the condition of the gate on the south side, on the ground that neither the defendant nor the company to which it had succeeded were bound by law or by contract to construct or maintain it; and the evidence was admitted under the exception. The gate was shown to be too short for the opening, so that when the wind blew, its motion would work the iron hook, with which it was fastened, loose and out of the staple. It had been in that condition two or three weeks before the accident; the plaintiff knew the fact, and had directed the gate to be fastened by putting a rail against it on the side next the track. On the day of the accident the wind blew in such a direction, as the evidence tended to show would blow the gate upon the railroad.

Three horses escaped through the gate from the lot in which they were pastured. Two of them were killed and one injured, by a train passing from east to west, near the west line of the plaintiff's farm. When the plaintiff rested, the defendant moved for a non-suit, on the ground that the proof showed negligence on the part of the plaintiff and none on the part of the defendant. The court declined to non-suit, and the defendant then gave evidence tending to show that the gate in question had been well and securely constructed in 1852, about sixteen months before the accident, by the railroad company, and that its subsequent defective condition had escaped the observation of an agent of the defendant, who passed along the

road twice each day for the purpose of examining the track and fences.

The defendant's counsel requested the judge to charge the jury that if the gate was defective and liable to be blown open, and the plaintiff knew the fact, it was negligence to allow the horses to remain in the lot on the day of the accident without securing the gate or giving notice of the defect to the defendant. The judge declining so to charge, defendant's counsel took an exception, and further requested the judge to charge that if the plaintiff, with such knowledge, undertook to secure it, but secured it in an improper and careless manner, whereby it was blown open by the wind, or crowded open by the plaintiff's horses, and the horses thereby strayed upon the railroad, it was such negligence on his part as to defeat a recovery. The judge declined so to charge, and the defendant's counsel excepted. The charge was, that if the plaintiff's own negligence had tended to produce the injury, he could not recover; that if, in the exercise of ordinary care and prudence, the plaintiff had reason to suppose there was danger of the horses getting upon the track, it was his duty to have taken his horses from the lot, or otherwise secured them, and to have required the defendant to pay his damages, if any, for being deprived of the use of his land, by reason of the defect in the gate, or himself repair the defect; that it was for the jury to find, from the evidence, whether he had such reason, and whether he used such ordinary care. The defendant's counsel excepted to the submission to the jury of the questions, whether the plaintiff had reason to apprehend danger, and whether he used ordinary care. Other exceptions to the charge were taken which sufficiently appear in the following opinion.

SELDEN, J.—That the defendants have succeeded to the obligations and duties as well as the rights of the Rochester, Lockport and Niagara Falls Railroad Company, including those which arise upon contract as well as those imposed by statute, is not denied; but it is insisted in their behalf that they are exempted from the obligation, under section forty-four of the General Railroad Act of 1850, to maintain gates or bars at the crossings upon the plaintiff's farm, by virtue of the deed from Simon Poler to the Rochester, Lockport and Niagara Falls Railroad Company, which says nothing on the subject of gates or bars, but contains a provision that the grantees shall "construct a good and sufficient fence on each side" of the premises conveyed. Construing this deed according to the maxim, *expressio unius exclusio alterius*, the defendants claim that it relieves them from the duty of constructing or maintaining gates.

It cannot, however, be fairly inferred from the deed that it was intended to exempt the railroad company from any portion of its statutory obligations. The deed provides for two crossings; and wherever there were crossings, gates or bars would be necessary. When erected, those gates would form a part of the fence; and taking the provision as to fences, in connection with that in respect to crossings, the fair inference, I think, is, that the fences were to be so constructed as to make the crossings available. At all events, the contrary is not sufficiently clear to override a positive statute.

(Remainder next week)

THE HARLEM RAILROAD ONCE MORE.

On the motion for an injunction, in this matter, which we stated a week or two ago was pending before Judge SUTHERLAND, of the Supreme Court, a decision was rendered a few days since by his Honor, to the same effect as that of the Common Pleas which was reported in the JOURNAL of October 16th. As to the allegation in the complaint that certain members of the Common Council had been bribed, or promised a bribe, provided the resolution should be rescinded, and the use of steam permitted, the Judge says:

"If the measure was passed through bribery and corruption, the individual members so bribed and corrupted could be indicted and punished, whether any attempt was ever made to carry the ordinance into effect or not, or whether the subject matter of the ordinance was within the scope of the powers of the Council or not, or whether the ordinance was, or was not, called for by the public good."

The application was denied, and the temporary injunction dissolved.

Hartford, Providence and Fishkill Railroad.

At the annual meeting of the stockholders in this company, recently held at the office of the Company in Hartford, the following gentlemen were elected Directors for the ensuing year, viz.:

Byron Sprague, James G. Anthony, Henry Lippitt, Providence; Stephen Harris, Phenix, R. I.; Wm. Sprague, Providence; Jos. Trumbull, Alfred Smith, Albert Day, A. S. Beckwith, Edson Fessenden, Hartford; John P. Elton, Waterbury, Ct.

At a subsequent meeting of the Directors, Byron Sprague, Esq., was re-elected President, and E. M. Bridgman, Esq., Secretary and Treasurer.

A resolution was passed, authorizing the Directors to issue, in payment of the existing floating debt, the bonds of the Company, bearing interest at the rate of three per cent. semi-annually, redeemable at such time, and upon such conditions as the Directors may appoint. The bonds to be secured by a mortgage upon the whole, or any part of the road and its equipment; and the Directors were empowered to apply to the legislatures of Connecticut and Rhode Island for the necessary acts to make such mortgage secure and valid.

The following is a condensed statement of the financial condition of the Company on the 1st of October, 1858:

ASSETS.	
Construction, cost of road from Providence to Waterbury, 122½ miles.	\$3,903,455 46
Equipment.....	203,510 93
Total cost of road and equipment.	\$4,205,966 39
Materials on hand, wood, &c.....	29,348 20
Sinking Fund, cities of Hartford and Providence.....	48,777 14
Sundry notes and accounts.....	6,917 09
	\$4,308,307 35
LIABILITIES.	
Old Stock issued.....	\$1,537,939 98
Preferred Stock sold.....	388,800 00
Bonds sold.....	1,862,730 00
Sundry notes and accounts payable.....	319,961 78
	\$4,119,431 76

Excess of assets \$188,875 59

The road is in the hands of Trustees for the mortgage holders, under the respective deeds of trust in Connecticut and Rhode Island, but by mutual agreement, the Trustees are operating the road as a whole from Providence to Waterbury.

The operating expenses have been reduced to 52½ per cent. of the gross earnings of the last eight months, and to less than 50, as compared with the earnings of the last three months. The Directors avow their belief, that the road being economically managed, will, 1st. Pay in full the current and back interest on its mortgage bonds, and in due time pay the principal of said bonds in full; 2d. Will pay in full, with interest, all the floating debts of the Company; 3d. Will pay dividends on the preferred stock after the floating debt is paid off; 4th. After some years a small but steadily increasing dividend on the original stock may be expected; but if the creditors force the Company into bankruptcy, and compel a sale of the road, the above results cannot be worked out. It is hoped that in view of the interests of all parties, creditors will be indulgent.

The Acting Trustee and General Agent of the Road, (D. F. Robinson, Esq.,) informs the Company, that the Trustees of the Mortgage bondholders took possession of the road as above stated, Feb. 1st, 1858, and that they have endeavored to curtail in every expense, consistent with the safety of the road and sound economy. They were not able, as they hoped in March and April they would be, to pay the July interest; but they now expect that the net earnings of the road for the year ending 1st Feb., will at least equal the current expenses and one year's interest on the bonds. Bonds for \$52,230 fall due July 1st, 1859, issued on a mortgage prior to that under which the Trustees hold on the road from Hartford to Willimantic. The interest on these bonds was paid last July, and the Trustees expect to begin paying the interest on all the bonds, January 1st, 1859, to pay the coupons as they fall due thereafter, and the \$52,230 when they mature. Mr. Robinson acts for the Trustees in Connecticut and Rhode Island, and is the General Agent for the entire road. He presents the following encouraging statement of the earnings and expenses of the road since it came into his hands:

Statement of Earnings and Expenses for the Eight Months ending Sept. 30th, 1858.

	Gross Earnings.	Expenses.	Net Earnings.
February.....	\$14,690	\$11,210	\$3,480
March.....	22,153	10,227	11,926
April.....	24,282	13,178	11,104
May.....	23,969	13,282	10,687
June.....	23,143	13,911	9,232
July.....	28,055	13,005	15,050
August.....	29,642	13,918	15,729
September, about...	30,000	13,800	16,200
	\$195,934	\$102,526	\$93,408
Deduct from Net Earnings.....			\$2,513

Not included in Expenses.....\$90,895
The receipts from all sources, from October 1, 1857, to October 1, 1858, were \$180,685 97. The expenditures and payments have been:

For operating expenses.....	\$58,576 67
For construction, viz.: equipment, real estate, superstructure, grading and masonry, bridging, stations, fencing.....	4,547 16
For bills payable.....	80,105 39
For discount on bonds sold.....	12,000 00
For loss and damage on freight, baggage lost, law expenses, cattle killed, &c.....	5,323 94
For interest.....	6,543 32
Excess of materials on hand over inventory of Oct., 1857.....	6,672 20
Cash on hand and in dispute, Oct. 1, 1858.....	6,917 09
Total.....	\$180,685 97

OFFICE OF THE ILLINOIS CENTRAL R. R. CO.,
New York, October 23, 1858.

NOTICE is hereby given that the Company is prepared to **PAY ALL ITS OBLIGATIONS** now due, on demand. Holders of the same are requested to present them without delay.

J. N. PEAKINS

SALE OF THE LEXINGTON & DANVILLE RAILROAD.

J. PUNNETT and I. SEYMOUR, Plaintiffs,

vs.
The Lexington & Danville Railroad Company and others, Defendants.

BY virtue of the judgment rendered by the Fayette Circuit Court, in the above case, at its August term, I will sell at public auction, on **Thursday, the 18th of November, 1858**, at the Court House door in LEXINGTON, Kentucky,

The Lexington & Danville RAILROAD,

both that part which is completed and the part unfinished between Lexington and Danville, and embracing the road bed and superstructure where the same is laid down, the right of way, and all lots of land of the Company, in and adjacent to the road track, with all the buildings, stations, car houses, wharves, bridges, fences, warehouses, fixtures and other improvements, belonging to said road, together with all the franchises, rights and privileges of the Lexington and Danville Railroad Company.

Also, all the Rolling Stock of the Company, consisting of one Locomotive and six Platform Cars—two Hand Cars and a lot of Cars used in graduation by contractors; a quantity of shop tools and machinery, and sundry car castings, all of which will be sold together in one lot, except that, if it should be deemed advisable, that part of the road with its appurtenances will be sold separately, which includes the anchorage of the bridge on the north side of the Kentucky river, and thence to Danville; and also portions of the loose property.

At the same time and place, I will sell separately and in suitable lots, about 20,000 Cross Ties, lying along the line of the road between Nicholasville and the Kentucky river—a large quantity of Wire, Wire Rope and Bridge Timber, at the Kentucky river, intended for the Bridge—sundry houses, shops and shanties at and beyond the river. A large lot of chairs and spikes and ——— tons of iron rails.

TERMS.—The sale will be on credits of 4, 8, 12, 16, 20 and 24 months, in equal instalments, the purchasers executing bonds, having the force of a judgment, bearing six per cent interest from the day of sale, and with good security, to be approved by me, of one or more of the following kinds, viz: 1st, Personal security; 2nd, Bonds of the Lexington and Danville Railroad Company, of the Lexington and Frankfort Railroad Company, or the Louisville and Frankfort Railroad Company, or of the Covington and Lexington Railroad Company; 3rd, Mortgages on real estate in counties near this railroad, or in Jefferson or Kenton; 4th, State and United States bonds.

Possession of the property will be delivered immediately, on compliance with the terms of sale. The railroad is completed and in running order from Lexington to Nicholasville, and this part of it is under a lease to the Covington and Lexington Railroad Company, terminable on 6 months notice; and possession of this part will be given by a transfer of the lease with the right to receive the future profits.

The road is also graded ready for the iron from Nicholasville to the river—and the Suspension Bridge, towers and anchorage completed. There has been expended for construction on this road over \$700,000—at fair prices for labor.

The property will be exhibited to persons desirous of purchasing by Gen. Leslie Combs; to whom as well as to the undersigned at Lexington letters of inquiry may be addressed.

LEXINGTON, Sept. 8.
4413

J. A. GRINSTEAD,
Commissioner.

Patents for Inventions.

T. D. STETSON, Agent for procuring patents, No. 5 Tryon T. Row, (near City Hall). A circular with full information sent free by mail.

American correspondent *Prac. Mechanics' Jour.* from 1854

FOR SALE.

THE undersigned offer for sale the following valuable property in the city of Alexandria, Virginia.

An **IRON FOUNDRY**, with steam power, cupolas, cranes, flasks, and all the fixtures requisite for a first class business, also an extensive assortment of patterns for Railroad Machinery, Mill Gearing, Steam Engines, etc., etc.

The foundry building is of brick, fire-proof, well-lighted and has a clear floor 100 ft. x 60 ft. Also, the square of ground on which the above is located, fronting on the Orange & Alexandria Railroad and containing about 84,600 square ft. of ground.

The position is a very favorable one for the transaction of an extensive foundry business and well worthy the attention of parties disposed to engage in that business.

Also for sale or lease their extensive **LOCOMOTIVE, CAR BUILDING AND MACHINE WORKS** in Alexandria, situated on the River Potomac, comprising Real Estate, Buildings and Machinery for the transaction of a large machine business of any kind.

The location is considered a most desirable one, being immediately on deep navigable water and in a city from which three important railroads diverge, one of which connects with a line of roads terminating at New Orleans, with diverging lines from the South and South-west.

The subscribers will sell or lease this property or they will work it in connection with parties who are disposed to invest capital to purchase an interest with them. It is not deemed necessary to give an extended description of the property, as parties disposed to negotiate will probably examine for themselves.

For terms, etc., apply to
Sm36

SMITH & PERKINS,
Alexandria, Va.

RAILROAD SLEEPERS.

THE NEW BRUNSWICK & CANADA RAILWAY AND LAND COMPANY

HAVING received a Grant of wilderness land from the Crown, extending 5 miles in width on each side of their Line—65 miles of which are now open for traffic,—are enabled, from the peculiar advantages they possess, to supply

MOST SUPERIOR CEDAR AND HACHMATAC RAILWAY TIES

at a very considerable reduction on the usual cost. For particulars as to sizes, prices, etc., application may be made to

Messrs. WILLIAMS & PAGE,
44 Water st., Boston, Mass.

Messrs. A. BRIDGES & CO.,
64 Courtlandt st., New York,

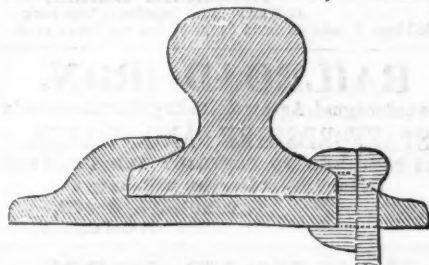
Or at the office of the Company, St. Andrews, N. Brunswick
JULIUS THOMPSON,
Manager.

RAILROAD SPIKE COMPANY,

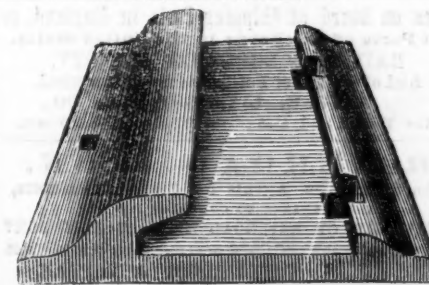
SUCCESSORS TO PORTER, ROLFE & SWETT,

MANUFACTURERS OF

RAILROAD SPIKES AND CHAIRS, PITTSBURG, PA.



HAVING built a large Rolling Mill with new and improved Machinery, we are fully prepared to execute orders at the lowest rates, for any amount of SPIKES and CHAIRS made of the best JUNIATA IRON.



Particular attention is invited to our NEW WROUGHT IRON CHAIR, as being the best in use.

DILWORTH & BIDWELL.

MORRIS & JONES & CO., IRON MERCHANTS, MARKET AND SIXTEENTH STREETS, PHILADELPHIA. IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
OUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of Iron can be executed.

August 16, 1854.

1y38

G. M. TRACY & CO., STOCKS, BONDS, ETC. LOANS NEGOTIATED.

No. 49 EXCHANGE PLACE,
NEW YORK.

CHAS. A. FISHER,

Late of the firm of FISHER, DENNY & CO.,
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STOCKS and Bonds bought and sold on commission. Loans negotiated.

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SPECIAL ATTENTION GIVEN TO COLLECTIONS IN ALL PARTS OF THE UNITED STATES.

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DUNCAN, SHERMAN & CO., BANKERS, Corner Pine and Nassau Sts., NEW YORK, ISSUE CIRCULAR NOTES AND LETTERS OF CREDIT, For travelers, available in all the principal cities of the world. ALSO, MERCANTILE CREDITS, For use in EUROPE, CHINA, etc.

SIMEON DRAPER, Auctioneer.

By SIMEON DRAPER, Office, No. 36 PINE ST., NEW YORK. REGULAR AUCTION SALES AT THE MERCHANTS' EXCHANGE EVERY DAY, STOCKS and BONDS bought and sold at private sale. Sale every day at 12 1/2 o'clock. See Catalogue.

H MEIGS, Jr. & SMITH, BANKERS and BROKERS, 39 WILLIAM STREET, (FIRST BUILDING BELOW WALL STREET.) STOCKS and BONDS Bought and Sold on Commission. MERCANTILE PAPER and LOANS Negotiated. INTEREST ALLOWED ON DEPOSITS. HENRY MEIGS, Jr. WM. ALEX. SMITH, New York, May 11, 1853.

INTERNATIONAL BRIDGE NOTICE.

THE undersigned Committee of the Common Council of the city of Buffalo, appointed to obtain information, and to hear and receive propositions relative to the interests of the city, in regard to the proposed International Bridge, and report the facts so ascertained, and the propositions received by them, hereby invite engineers and contractors to submit at an early day, plans and estimates for the construction of the International Bridge over the Niagara River at Buffalo.

A survey and cross-sections of the River can be seen at the office of WILLIAM S. SMITH, Civil Engineer, in Brown's Building, corner of Main and Seneca streets, Buffalo, or cross sections of the River will be furnished by him on application.

Plans should be accompanied with full explanations and detailed estimates of the cost of the work, including approaches of carriage way and foot-paths, and the Railway ready for approaches.

J. B. DUBOIS,
HARRY MILLER,
H. P. CLINTON,
H. E. CHAMBERLAIN,
THOMAS TRUMAN,
J. H. BIDWELL,
D. DEVENING.

1m41

LACKAWANNA IRON AND COAL COMPANY, SCRANTON, LUZERNE CO., PA.

By the completion of the Delaware, Lackawanna and Western Railroad, this Company are enabled to obtain the Magnetic Ores from the most celebrated mines in New Jersey, which used in combination with their native ores, produce a quality of iron not surpassed.

These works have been greatly enlarged the past year, and are, therefore, prepared to execute orders promptly for RAILROAD IRON of any pattern and weight, Car Axles, Spikes, and Merchant Iron. They have on hand patterns for T rails, of the following weights per lineal yard, viz:—25, 30, 35, 40, 45, 50, 60, 62, and 75 lbs.

Samples of Rails and Merchant Iron may be seen at the office of the Company, 46 Exchange Place, New York.

Address J. H. SCRANTON, President,
SCRANTON, Pa.,
or THEO. STURGES, Treasurer,
46 Exchange Place,
NEW YORK

RAILROAD IRON AND EQUIPMENTS. T. A. HOWLAND & CO. 54 WILLIAM ST.,

HAVING the advantage of the most favorable arrangements with both Foreign and American Manufacturers are prepared to supply Railroad Companies with IRON and ROLLING STOCK on the most favorable terms, and also to Negotiate their Securities.

THE ROUGH AND READY ROLLING MILLS OF DANVILLE, PA.,

ARE prepared to fill orders for RAILS of the best quality at the market price.

T. A. HOWLAND & CO., Agents,
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RAILROAD IRON. THE RENSSLAER IRON COMPANY, TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
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New York Agency:
BUSSING, CROCKER & DODGE,
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IRON BOILER FLUES.

Lap-Welded Boiler Flues,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ½ to 6 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, &c., &c.

MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.

Established 1821.
Warehouse—209 South Third st.,
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STEPHEN MORRIS, CHAS. WHEELER, JR.,
THOS. T. TASKER, JR. STEPHEN P. M. TASKER.

THE ROUND OAK IRON WORKS, STAFFORDSHIRE, ENGLAND.

Lord WARD, Proprietor.

MANUFACTURE RAILS, BOILER PLATES, SHEETS, HOOPS and BARS, of every variety of pattern.

NORRIS & BROTHER,
Agents for the United States,
12 SOUTH CHARLES STREET,
BALTIMORE.

Railroad Iron.
2,000 TONS of Erie Pattern, Crawshays make, on sale. Apply to
JAMES TINKER,
64 Exchange Place.

3m40

THE RAILROAD IRON MILL COMPANY, CLEVELAND, OHIO, MANUFACTURERS EXCLUSIVELY OF RAILROAD IRON.

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails. The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

Orders are now solicited
From Roads in other sections of the country; and work will be made with New Iron in the heads, if desired.
Apply to

ALBERT G. SMITH,
President of the Incorporation.

February, 1888.

RAILROAD IRON. The Crescent Manufacturing Company, WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms. Address

N. WILKINSON, Sec'y,
WHEELING, VA.

RAILROAD IRON. CONTRACTS FOR RAILS,

AT A FIXED PRICE OR ON COMMISSION,
DELIVERED AT AN ENGLISH PORT,
Or at a Port in United States,

WILL BE MADE BY THE UNDERSIGNED,
THEODORE DEHON,
10 Wall st., near Broadway, New York.
500 tons T rails on hand 54 to 57 lbs. per lineal yard.

RAILROAD IRON. The undersigned, Agents for leading Manufacturers in STAFFORDSHIRE AND WALES,

ARE PREPARED TO CONTRACT FOR DELIVERY
On board ship at Liverpool, or Welsh port.

G. CONGREVE & SON,
13 Cliff St., N. Y.

RAILROAD IRON.

The Undersigned, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT TO DELIVER
Free on Board at Shipping Ports in England, or
At Ports of Discharge in the United States,
RAILS OF SUPERIOR QUALITY,
And of Weight or Pattern as may be required.
VOSE, LIVINGSTON & CO.,
New York, Aug. 1, 1885. 9 South William Street.

RAILROAD IRON.

The Subscribers, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT FOR THE
DELIVERY OF RAILROAD IRON AT ANY PORT
in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
Boston, June, 1881. 29 Central Wharf.

RAILROAD IRON AND COMMON BARS.

THE UNDERSIGNED,
Sole Agents to Messrs. GUEST & CO.,
The Proprietors of the Dowlais Iron Works,
Near Cardiff, South Wales,

ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAXIN, 70 Broad st.

RAILROAD IRON AT ELMIRA, N. Y.

THE subscribers have American Railroad Iron for sale as above; also Welsh Iron in New York and other markets.
FABER, PERKINS & CO.,
Brokers, 69 Wall st.
New York, August 10th. 6m33

RAILROAD IRON. WOOD, MORRELL & CO.,

Having leased the extensive Works of the

Cambria Iron Company,

Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,

And purchased all their real estate,

ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

Philadelphia Office, { North Penna. R. R. Building,
No. 407 Walnut st.

STEEL, FILES, &c. R. GROVES & SONS, SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted Cast Steel, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, Cast Steel Files of high reputation, especially adapted for the use of Machinists, and Saws and Edge Tools of all kinds.
A stock of the above goods constantly on hand.

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USE

CHAS. CONGREVE & SON, Agents,
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RAILROAD IRON.

WELSH or Staffordshire make, delivered on board at an English port or at a port in the United States.

NORRIS & BROTHER,
BALTIMORE.

REMOVAL.

W. D. STARLING, Metal Broker and Rail Inspector,
from Lawrence Pountney Lane, to the Vestry House,
Lawrence, Pountney Hill,
LONDON, 1857.

Railroad Iron.

700 TONS, adroit, or in store, of "W. Crawshay's make. For sale by

THEODORE DEHON,
10 Wall st., near Broadway,
NEW YORK.

Railroad Iron.

1,000 TONS Railroad Iron, weighing about 58 lbs. per yard, "Erie" pattern, of best quality Welsh make, now ready for delivery, for sale by
VOSE, LIVINGSTON & CO.,
August 1st, 1887. 9 South William st.

TUBULAR RAIL.

Railroad Managers will be interested by an examination of the "TUBULAR RAIL," patented in Europe and America by STEPHENS & JENKINS, Covington, Ky. These rails have decided advantages over any rail hitherto made, among them the following:—
The "Tubular Rail" of 50 lbs. per yard has greater strength and elasticity, with the same outside surface as solid rails of 60 lbs. per yard.

Its density is greater,
Its welding nearer perfect, and
Its durability superior.
Unlike other new forms of rail, it can be put down on the same chairs, and with the same fastenings, used with common T rails.

The arrangements to manufacture are such that these rails can be furnished of any American or Foreign make. Reference is made to the officers of all the railroads in the vicinity of Cincinnati.

Additional particulars and circulars may be had by addressing
E. W. STEPHENS,
Cincinnati, Ohio.

AMERICAN COAL CO. GEORGE'S CREEK SEMI-BITUMINOUS COAL.

THIS Company is prepared to contract for the sale of their coal, delivered on board vessels at the depots at Baltimore, Georgetown and Alexandria, on the most favorable terms. The coal is from the George's Creek basin, entirely free from slate, and for steamers, locomotives and foundries is unsurpassed and unequalled in quality by any coal brought to this market, except that coming from the same basin.

The Company will procure vessels at the lowest rates, when desired, without charge.

Orders for quantities less than a cargo, will be filled at the yard of RANDALL & MORRELL, Jersey City, adjoining the Cunard Wharf.

Office, 49 Exchange Place. W. T. TUCK, Sec'y.

F.W. Rhinelander, James A. Boorman, Edwin A. Post.
RHINELANDER, BOORMAN & CO.,
RAILWAY AGENTS

AND
COMMISSION MERCHANTS,
 SUPPLY ALL MATERIAL AND ARTICLES USED IN THE
CONSTRUCTION AND OPERATING OF RAILWAYS.
 BANK OF COMMERCE BUILDING, NEW YORK.

REFER TO
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RAILROAD SUPPLIES.
WILLIAMS & PAGE,
 No. 44 Water, between Congress and Kilby Streets,
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Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,
 (on hand or made at short notice.)

Wheels and Axles of all kinds,
LOWMOOR, AMES', BOWLING, AND NASHUA TIRES,
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 Of all kinds for Shops and Tracks.

Car Trimmings, Paints, Oil, Varnish, Car and Switch
Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber
Springs, Chairs, Hose and Belting, Ash, Pine and other Tim-
ber, and ALL MATERIALS USED in Equipment and Repairs of
Railroads, Engines and Cars, at lowest prices.

THOS. S. WILLIAMS, PHILIP S. PAGE,
 Late Sup't Boston & M. R. R. Late Page, ALDEN & Co.

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A. S. & A. G. WHITON
 72 PINE ST., NEW YORK,
 DEALERS IN

RAILROAD IRON,
CHAIRS AND SPIKES,
LOCOMOTIVES,
PASSENGER AND FREIGHT CARS.
 MANUFACTURERS' AGENTS

FOR Seller's Iron Turn Tables, Dimpfel's Patent Blower,
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RAILWAY SUPPLIES GENERALLY.

ALSO

NEGOTIATORS OF SECURITIES.

OLD STAND.
RAILROAD AND CAR FINDINGS.

A. BRIDGES & CO.,
 SUCCESSORS TO BRIDGES & BRO.,

WILL continue the Railroad and Car Furnishing business,
 and deal in Locomotive and Hand Lanterns, Enamelled
 Road Linings, Brass and Silver Trimmings, Cotton Duck for Car
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 Washers, Ship and Bridge Bolts, and Iron Forgings of almost
 every description, etc., etc., at the OLD STAND,
 64 COURTLAND ST., NEW YORK.
 Orders for the purchase of goods on commission, aside
 from our regular business, respectfully solicited.

ALBERT BRIDGES, { Of the late firm of
JOEL C. LANE. { BRIDGES & Bro.

SAWYER, TINKER & CO.,
 MANUFACTURERS OF
COTTON DUCK,

For Car Roofing, of all widths, up to 140 in.
PATENT COTTON BELTING, cost about one-third of Leather.
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 (Between PLATT and MAIDEN LANE.)
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SUCCESSOR TO

PRATT & FREEMAN,
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Railroad Materials, Locomotive and Car Findings,
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 MINERS' TOOLS, ETC.

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 WHITE AND YELLOW CAR GREASE,
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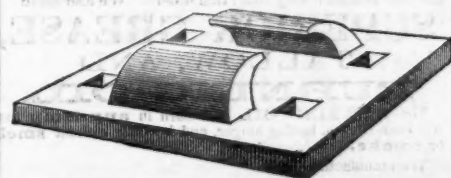
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 LANTERNS OF ALL DESCRIPTIONS,
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 Superior Car Upholstery, etc. 2

AGENCY OF THE KEROSENE OIL COMPANY.

Orders solicited, promptly filled, and forwarded with
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H. H. GOODMAN & CO.,
 No. 7 WALL ST., NEW YORK,
 Dealers in Railway, City, County, and State
BONDS,

RAILS, LOCOMOTIVES, &c.
 We have on hand and for sale, of County Bonds—
 Hardin County (Ky), 6 per cts. Davidson City (Tenn.), 6 p.cts.
 Carter, Bath, and Montgom- Iowa County (Wis.), 6 per cts.
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 Also a variety of CITY, COUNTY, and RAILWAY
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 April 30th, 1865.



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 GENERAL COMMISSION MERCHANT,
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ORDERS received for all sizes MERCHANT BAR and
 RAILROAD IRON, AMERICAN and SCOTCH
 PIG IRON, SUPERIOR WROUGHT IRON RAILROAD
 CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

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 Corner Beaver st., opposite the Bowling Green, NEW YORK.

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KIRK & CHEEVER,
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Railroads Stocks, Bonds, &c., bought and sold on commission.
 Regular sales at public auction at the MERCHANTS' EXCHANGE.

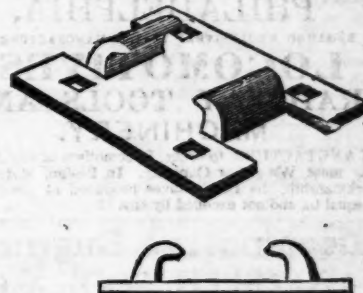
MORRIS K. JESUP, JOHN KENNEDY, GILMAN A. SMITH.
M. K. JESUP & CO.,
 RAILWAY AGENTS AND BANKERS,
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AGENTS FOR THE SALE OF
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BOUGHT AND SOLD
 Either privately or at the Board of Brokers.

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RAILROAD CHAIR WORKS.
J. B. GREEN & CO., Proprietors.

SUCCESSORS TO THE
 New York Wrought Iron Railroad Chair Company.
 Office, No. 51 Exchange Place, New York.



HAVING recently purchased, at Receiver's Sale, all the
 Patent Rights owned by the late New York Wrought
 Iron Railroad Chair Company, and also the entire machinery
 for manufacturing their improved Wrought Iron Railroad
 Chair, we are now fully prepared to receive and fill all orders
 from responsible parties, to any extent, with promptness and
 dispatch.

The thickness of the lips of our Chair increases through the
 bend, where the greatest strength is required, and diminishes
 towards the edge; so that a less weight of metal may be used,
 and a strength acquired equal, if not superior, to that of a
 heavier Chair of uniform thickness.

We invite the attention of parties wishing the best Wrought
 Iron Chair now in market, to our works for a supply; believ-
 ing they combine qualities superior to any others now manu-
 factured.

The Chairs weigh from seven and a-half to fifteen pounds,
 according to the thickness of the Iron and size of the Chair.
 To enable us to give you a perfect fit, it will be necessary al-
 ways to send a section of the Rail. We cannot undertake to
 make Chairs without a proper pattern, as it is impossible to
 make a perfect fitting Chair from a drawing.

Our manufacture of Chairs are used on a large number of
 Roads, of which the following list comprises some of them, viz:

Galena and Chicago Union Railroad Company,
 North Carolina Railroad Company,
 New Jersey Central Railroad Company,
 Panama Railroad Company,
 Buffalo and State Line Railroad Company,
 New York and New Haven Railroad Company.

Messrs. M. K. JESUP & CO., 44 Exchange
 Place, New York, are the only parties authorized to act
 as our Agents.

THE ROGERS
Locomotive & Machine
WORKS,

SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish
 promptly, of the best and most improved description, either
COAL or WOOD BURNING

LOCOMOTIVE ENGINES
 AND OTHER VARIETIES OF
RAILROAD MACHINERY.

J. S. ROGERS, Pres't, Paterson, N. J.
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 M. K. JESUP, Vice Pres't.
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 44 Exchange Place, New York.

THE SCHENECTADY LOCOMOTIVE WORKS, SCHENECTADY, N. Y.

HAVING large facilities, are prepared to receive and execute orders for

LOCOMOTIVE ENGINES AND TENDERS,
either for burning **WOOD or COAL**, with promptness and dispatch.

BRASS and IRON CASTINGS; LOCOMOTIVE TYRES welded and blocked to exact sizes, and every thing connected with the building or repairing of Locomotives furnished on short notice.

These Works being located on the New York Central Railroad, near the centre of the State, possess superior facilities for forwarding their work to any part of the country, without delay.

JOHN ELLIS, Agent.

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**RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
BUILDERS,
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,**

**ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.**

MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to, and not excelled by any.

Locomotive Engines.

**DANFORTH, COOK & CO.,
PATERSON, N. J.,**

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention. 1749

UNION WORKS, BALTIMORE.

POOLE & HUNT,

Iron Founders and General Machinists,

ARE prepared to fill at short notice and of best materials and workmanship, orders for

Steam Engines of any Size.

PLATE CAR WHEELS and CHILLED TYRES, equal to any produced in the country.

WHEELS and AXLES fitted for use.

HYDRAULIC PRESSES for expressing Oils and for other purposes.

MACHINERY of the most approved construction for Flouring and Saw Mills.

GASHOLDERS of any size, and Machinery and Castings of all kinds for Gas Works.

STEAM BOILERS and WATER TANKS of any size or description. **SHAFTING, PULLEYS and HANGERS.**

WATER WORKS.

THE undersigned, many years Engineer of the Water Power Works at Fairmount, as well as of the several Steam Works supplying the City of Philadelphia with water, may be consulted upon the location, complete design, construction, and management of water-works of all kinds for the supply of cities, towns, etc., etc. Address

FREDERIC GRAFF,
Consulting Engineer, 1337 Arch street,
PHILADELPHIA.

3m42

**NOTICE TO
Presidents, Directors and Gen. Superintendents
OF RAILROADS.
I WISH TO INTRODUCE MY NEW PATENT
CAR BRAKE**

which I claim to be the cheapest, strongest and most efficient of any now in use, AND WILL AT MY OWN COST PUT THE BRAKE ON ANY CAR OF A COMPANY WHO WOULD DESIRE TO TEST ITS MERITS. All those interested are invited to call at 61 Chambers st., where the model and specifications are to be seen.

6m25

J. D'HOMERGUE.

IMPROVED PATENT METALLIC OIL,

MANUFACTURED UNDER THE PATENT OF
J. & W. W. CUMBERLAND,
And under the personal Superintendence of the Inventor.

**THE NEW YORK
CUMBERLAND METALLIC OIL
WORKS,
FOOT OF 24th STREET, EAST RIVER.
OFFICE, 205 BROADWAY,
NEW YORK.**

WE respectfully call the attention of those interested in the running of

**RAILROADS,
STEAMSHIPS,
Machine Shops, Factories,**

and Machinery of all kinds, to the valuable qualities of our Oil.

1. It is **entirely free from Gum**, cools heated journals quicker than water, and keeps them cool by its superior anti-friction properties.

2. By its use **less motive power** is required than in using any other oil yet known. It will move machinery with very perceptibly less motive power than Sperm Oil.

3. The same quantity will last at least **33 1/4 per cent.** longer than Sperm, or any other Oil, and the quality is always strictly uniform in its season. We make Summer and Winter Oil.

4. Having largely increased the capacity of our works, we have been enabled to reduce the prices below those of last year; and it is our intention to keep it at all times below the price of Sperm.

The prejudice existing against Oils has very properly grown up, and we are fully aware of the deceptions which have been and still are practised by unscrupulous persons; but we are prepared to **substantiate all the foregoing statements** relative to the superiority of our Oils, at

OUR OFFICE, 205 BROADWAY,
by large numbers of certificates of the best managed lines of Railroads, Steamships, Machine Shops, & Factories in this country, testifying to its value as being greatly superior to any other. Most of the certificates being of prominent Companies, it is probable that more or less of them will be known to all. We have also the **MEDALS and DIPLOMAS** awarded to us by the **AMERICAN INSTITUTE**.

We will at all times be ready to **refund the money** if the facts above stated are not **satisfactorily substantiated** on trial of the Oil; and we only solicit from those who have never used it very small trial orders. We also make

**SUPERIOR GREASE,
TALLOW, AND
BURNING OIL.**

The **BURNING OIL** will burn in any lamp that will burn Sperm, lasting longer, and burning without smell or smoke.

We manufacture an

**OIL EXPRESSLY FOR
SEWING MACHINES,
GREATLY SUPERIOR TO ANY OTHER,
AND WITH LESS SMELL.**

Several have attempted to imitate our Oil, calling it "**METALLIC OIL**," as well as giving it a similar appearance; and we would **CAUTION** buyers against them, and advise them to see that our brand—

"NEW YORK CUMBERLAND METALLIC OIL WORKS, FOOT OF EAST 24th ST."

with the names of the inventors and kind of Oil, is upon every package, however small.

Address,—

**N. Y. C. METALLIC OIL WORKS,
205 BROADWAY,
NEW YORK.**

6m37

TAW & BEERS,
DEALERS IN
Sperm, Whale and Elephant Oils,
Adamantine Car and other Candles,
AND MANUFACTURERS OF
**TAW'S LUBRICATING
GREASE**
**FOR RAILROAD CARS
AND HEAVY MACHINERY.**
THIS celebrated **GREASE** has been in use upwards of **Ten years**; and is in the opinion of **FORTY RAILROAD COMPANIES**, whom we regularly supply,
The Cheapest and Best Lubricator in use.
Parties ordering, will please state the kind of box, or description of machinery.

**TAW & BEERS,
18 SOUTH WATER ST.,
Philadelphia.**

**OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,**

FOR
**RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.**

PRACTICAL TESTS, by Engineers and Machinists of Thousands of Gallons, prove this Oil to be superior for **Burning**, and **TWENTY-FIVE** per cent. more durable than Sperm Oil, for Lubricating, and the only Oil that is in all cases **reliable**, that will keep bearings cool, and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.

The *Scientific American* and *Manufacturer's Journal*, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.

Reliable orders filled for any part of the United States and Europe.

**MACHINERY OIL.
REFINED NEAT'S FOOT OIL
WARRANTED NOT TO GUM
AND equal in every respect to the best SPERM OIL for all kinds of machinery use.**

**PETER COOPER,
17 Burling Slip,
New York.**

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**R. P. PARROT, Lessee.
Manufacturer of Marine and Stationary
ENGINES,
Sugar Mills, Saw Mills, Iron Bridges, Cannon,
WATER PIPES, BOILERS, IRON BUILDINGS,
CASTINGS & FORGINGS OF ALL KINDS.
WM. KEMBLE, } Agents,
CHAS. J. NOURSE, } 29 West Street.**

CAUTION.
As there are numerous imitations of our FRANGIPANNI, purchasers are requested to see that the names of **Piesse & Lubin** and **LUBIN** are impressed upon the Bottles.



Sold by all Fashionable PERFUMERS and DRUGGISTS in the World.
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Mr. JONAS PHILLIPS, 87 Pearl st., New York**